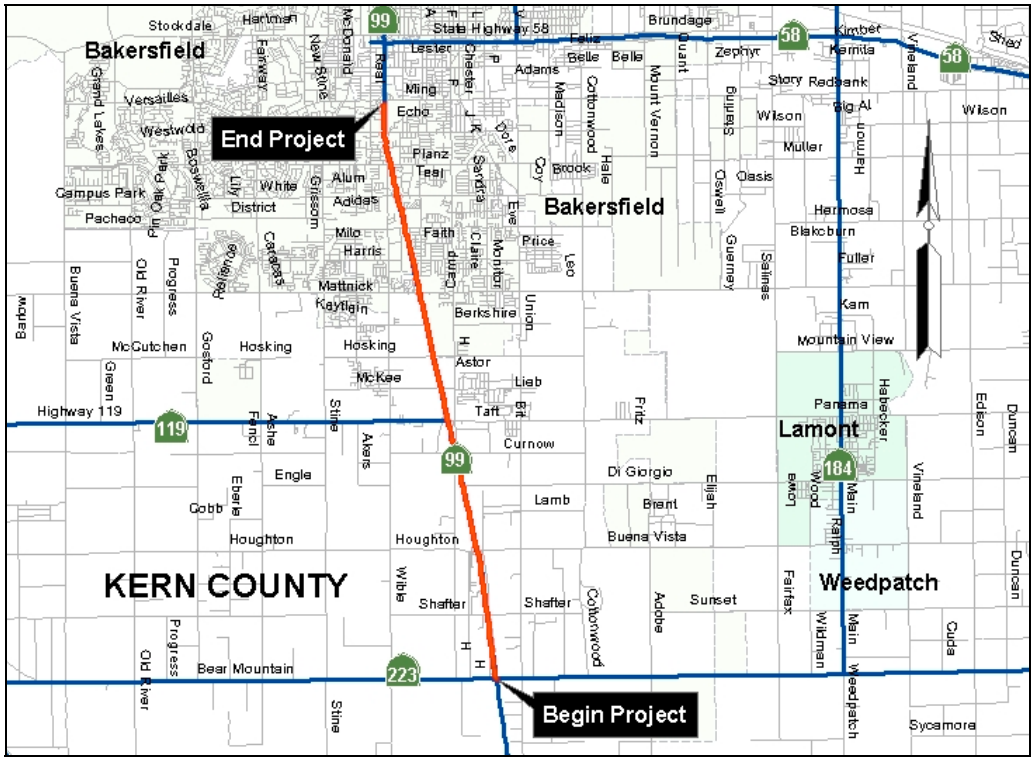
Appendix A

Fact Sheets

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Bear Mountain Blvd to Ming Ave in the City of Bakersfield
Bear Mountain Freeway, 6F to 8F
06-(No EA) Ker-99-PM 13.4 / 22.6

LOCATION MAP: Key Map Project Number 1 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

- Convert the 6-lane freeway to 8 lanes by adding lanes in the median.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	E	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Cost: $32-$40 million (05/06 FY)
Current Right-of-Way Cost: $0
Current Support Cost: $9.6-$12 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Bear Mountain Blvd to Ming Ave in the City of Bakersfield
Bear Mountain Freeway, 6F to 8F
06-(No EA) Ker-99-PM 13.4 / 22.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 3 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 8.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes and additional pavement, increased maintenance
Structure	No Change	None
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require more maintenance.
Electrical	No Change	None

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, if widening were in the median, Mandatory Design Exceptions would be needed for horizontal clearance of overcrossing columns.

STRUCTURES: On this segment, 9 local road overcrossings do not meet vertical clearance requirements. These structures would be considered for reconstruction with any mainline capacity project; the cost estimates do not include structure reconstruction. Additionally 2 mainline structures would require widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

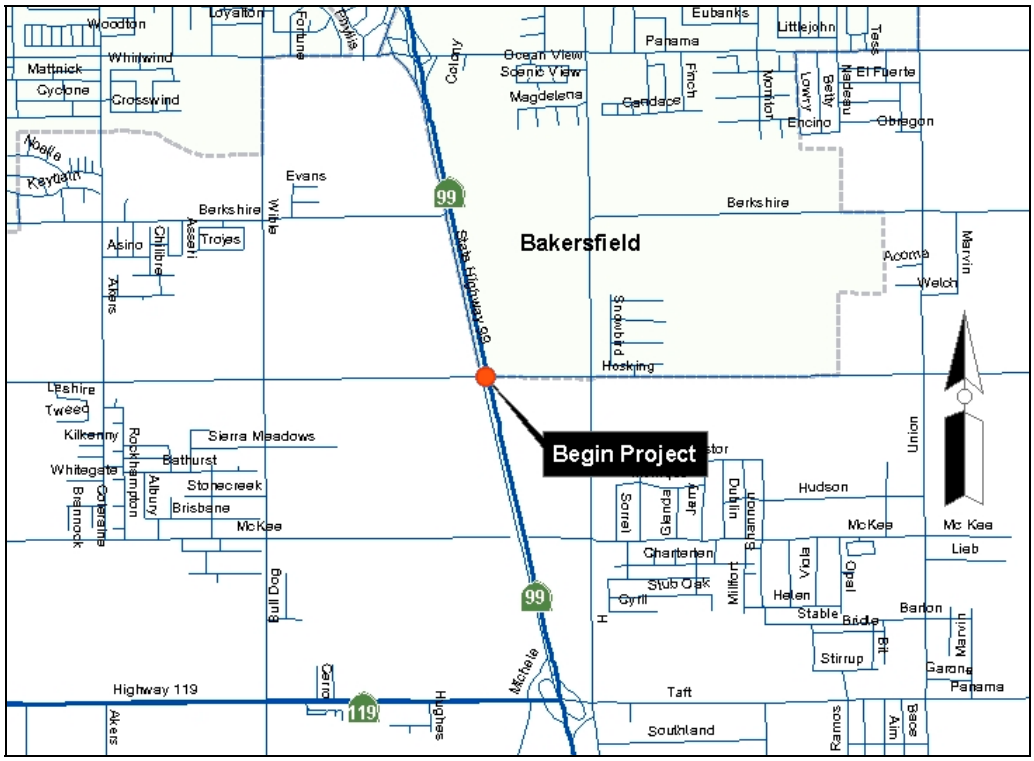
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Hoskings Road in the City of Bakersfield
Hoskings Road Interchange
06-0C930K Ker-99-PM 18.0 / 19.0

LOCATION MAP: Key Map Project Number 2 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation.
ADDITIONAL BENEFIT - Relieves congestion at existing adjacent interchanges.
ADDITIONAL BENEFIT - Improves safety and operations at adjacent interchanges by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) is currently being developed.
Fund Sources: Locally funded
Current Construction cost: $18 million (05/06 FY)
Current Right-of-Way cost: $2 million (05/06 FY)
Current Support Cost: $6 million (FY 05/06)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Hoskings Road in the City of Bakersfield
Hoskings Road Interchange
06-0C930K Ker-99-PM 18.0 / 19.0

SCHEDULE

Time estimates are cumulative from today through completion of construction. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year, currently in progress
PA&ED:	1 - 2 years
R/W and Design:	2 - 3 years
Construction:	1 - 2 years
Total to Complete:	5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	New on- and off-ramps
Structure	Increased	New inventory
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures
Electrical	Increased	Signalization, additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. It is proposed at a location where there is no interchange.

PROJECT DESIGN STANDARDS

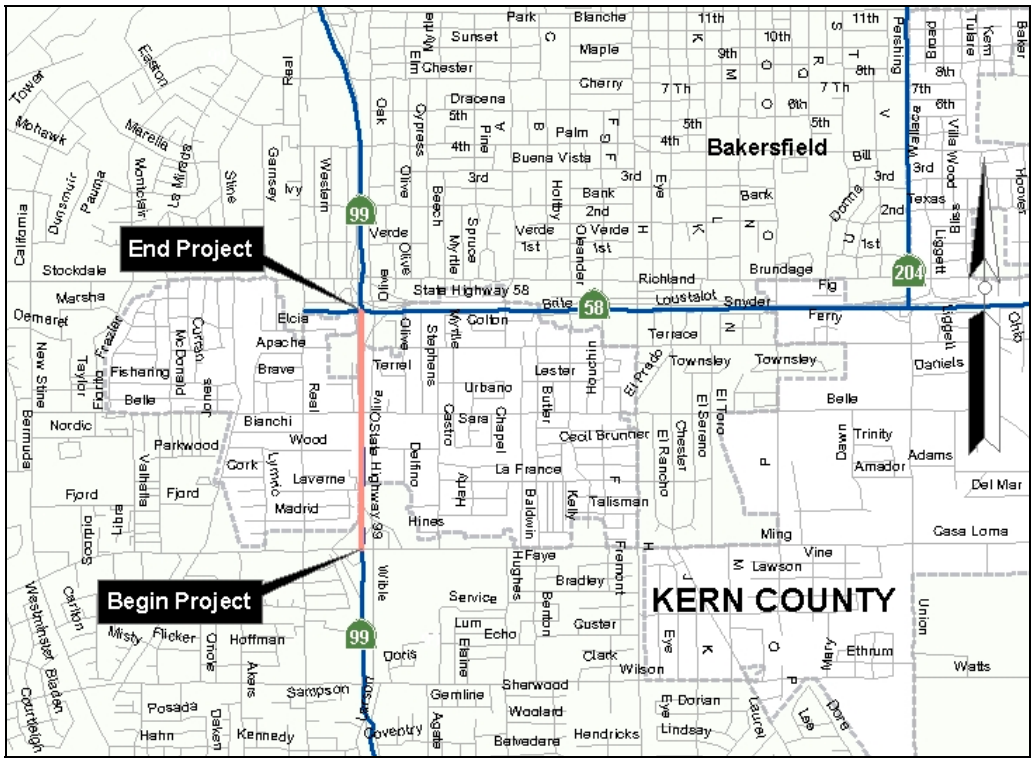
The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ming Ave to SR 58 In the City of Bakersfield
Ming Avenue Auxiliary Lane
06-46011K Ker-99-PM 22.7 / 23.2

LOCATION MAP: Key Map Project Number 3 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct auxiliary lane on northbound Route 99 from Ming Avenue to the eastbound Route 99/58-connector ramp.
Replace Belle Terrace Overcrossing.
Widen Wible Road Undercrossing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by addition of auxiliary lane. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D/E	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a SHOPP candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in October 2005.
Fund Sources: HB4N
Escalated Construction Cost: $21.4 million (09/10 FY)
Escalated Right-of-Way Cost: $1.1 million (07/08 FY)
Escalated Support Cost: $2.3 million (06/07 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ming Ave to SR 58 In the City of Bakersfield
Ming Avenue Auxiliary Lane
06-46011K Ker-99-PM 22.7 / 23.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	1 - 2 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction

	Affect on Costs	Comments
Roadway	Increased	Additional lanes and soundwalls will increase roadway maintenance costs.
Structure	Increased	New retaining wall inventory
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures, additional landscape, and erosion control
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded in the SHOPP.
TRAFFIC MANAGEMENT: Construction of this project would require significant traffic handling.
STRUCTURES: This project would require replacement of a local road structure and widening of a SR 99 structure.
RIGHT-OF-WAY: Right-of-way may be needed to accommodate potential changes in the local road profile.

PROJECT DESIGN STANDARDS

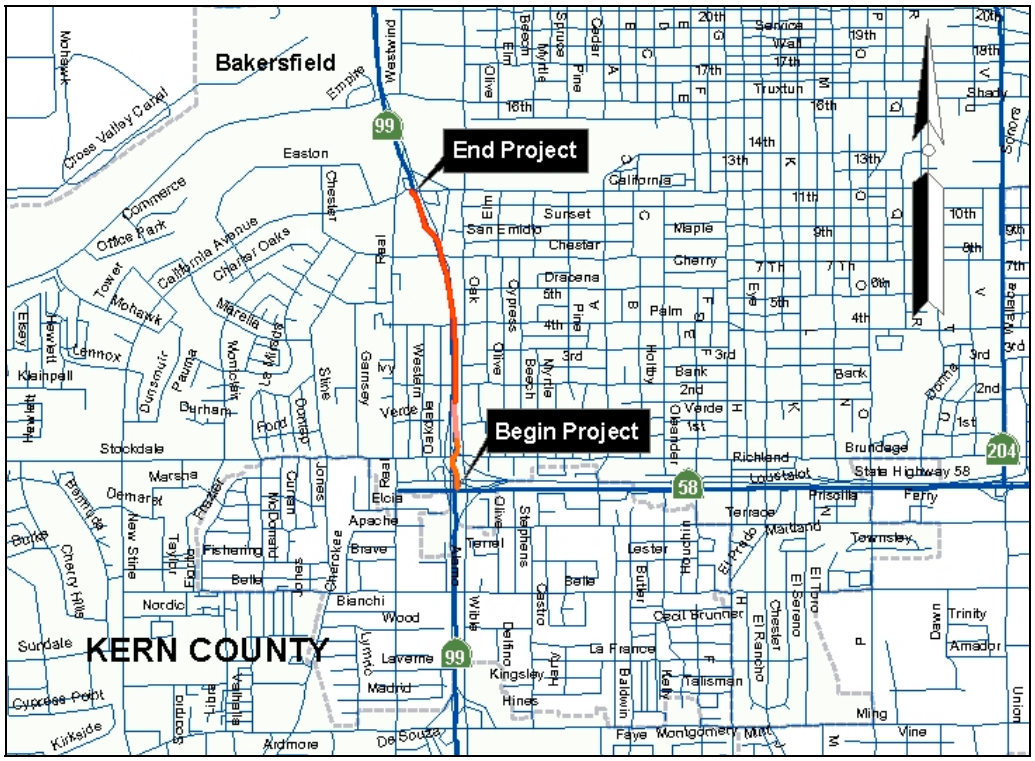
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Mehran Akhavan (559) 243-3442
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From SR 58 to California Ave in the City of Bakersfield
California Avenue Auxiliary Lane
06-46012K Ker-99-PM 23.9 / R24.6

LOCATION MAP: Key Map Project Number 4 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct auxiliary lane on southbound SR 99 between California Avenue and the Rte 99/58-connector ramp.
Replace Palm Avenue Overcrossing.
Widen California Avenue Undercrossing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by addition of auxiliary lane. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D/E	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a SHOPP candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in October 2005
Fund Sources: HB4N
Escalated Construction Cost: $24.5 million (09/10 FY)
Escalated Right-of-Way Cost: $2.2 million (07/08 FY)
Current Support Cost: $4.2 million (PA&ED 05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From SR 58 to California Ave in the City of Bakersfield
California Avenue Auxiliary Lane
06-46012K Ker-99-PM 23.9 / R24.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	1 - 1.5 years
Total to Complete:	5 - 6.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional AC and auxiliary lane will increase roadway maintenance costs.
Structure	Increased	Construct retaining wall and soundwalls.
Landscape, Graffiti, Litter	Increased	Cleanup graffiti, additional landscape.
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded in the SHOPP.
TRAFFIC MANAGEMENT: Construction of this project would require significant traffic handling.
STRUCTURES: This project would require replacement of a local road structure and widening of a SR 99 structure.
RIGHT-OF-WAY: Right-of-way may be needed to accommodate potential changes in the local road profile.

PROJECT DESIGN STANDARDS

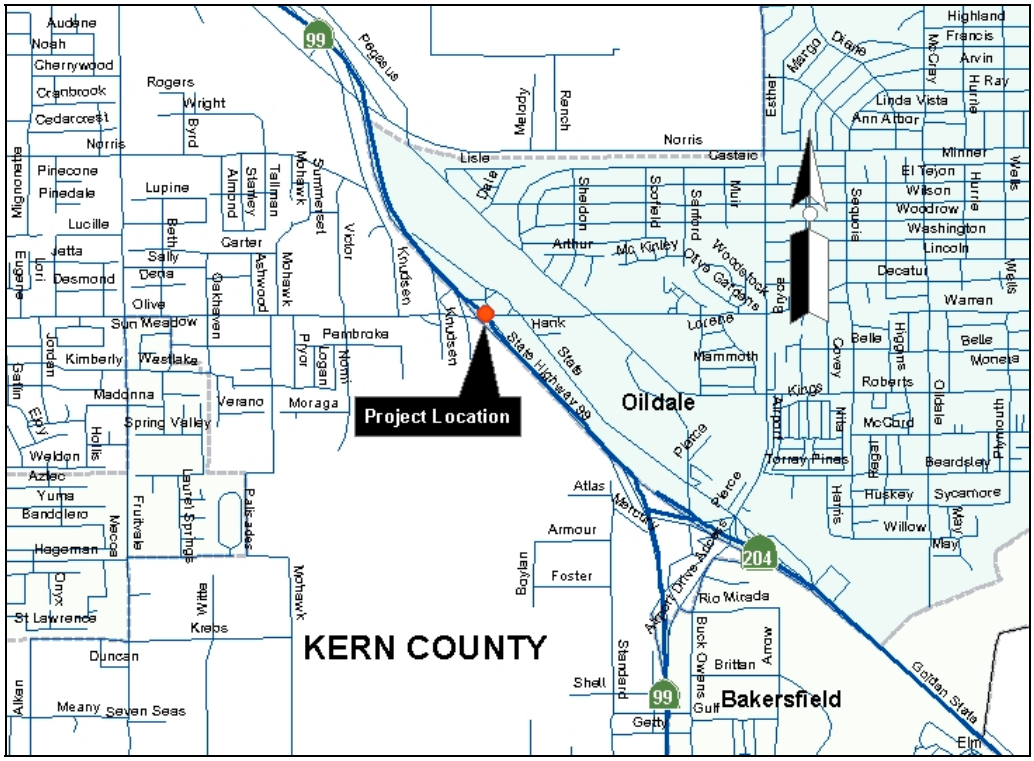
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Mehran Akhavan (559) 243-3442
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Olive Drive In the City of Bakersfield
Olive Drive Interchange
06-49710K Ker-99-PM 27.8 / 28.1

LOCATION MAP: Key Map Project Number 5 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements and auxiliary lane.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves interchange and freeway operations.
ADDITIONAL BENEFIT - Reduces local road congestion.
ADDITIONAL BENEFIT - Improves safety by reducing congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was initiated but not yet completed.
Fund Sources: None identified
Current Construction cost: $10 - $30 million (05/06 FY)
Current Right-of-Way:$4.0 million (05/06 FY)
Current Support Cost: $3.3 - $10 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Olive Drive In the City of Bakersfield
Olive Drive Interchange
06-49710K Ker-99-PM 27.8 / 28.1

SCHEDULE

Time estimates are cumulative from the current date through completion of construction. The "Total to Complete" estimate assumes continuous programming.

PID:	In progress - estimate 6 months to complete
PA&ED:	2 - 3 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6 - 7.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional auxiliary lane and additional pavement increased
Structure	Increased	None
Landscape, Graffiti, Litter	No Change	Replace existing landscaping
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded by local sources.

RIGHT-OF-WAY: Public involvement is necessary due to potential significant right-of-way impacts.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

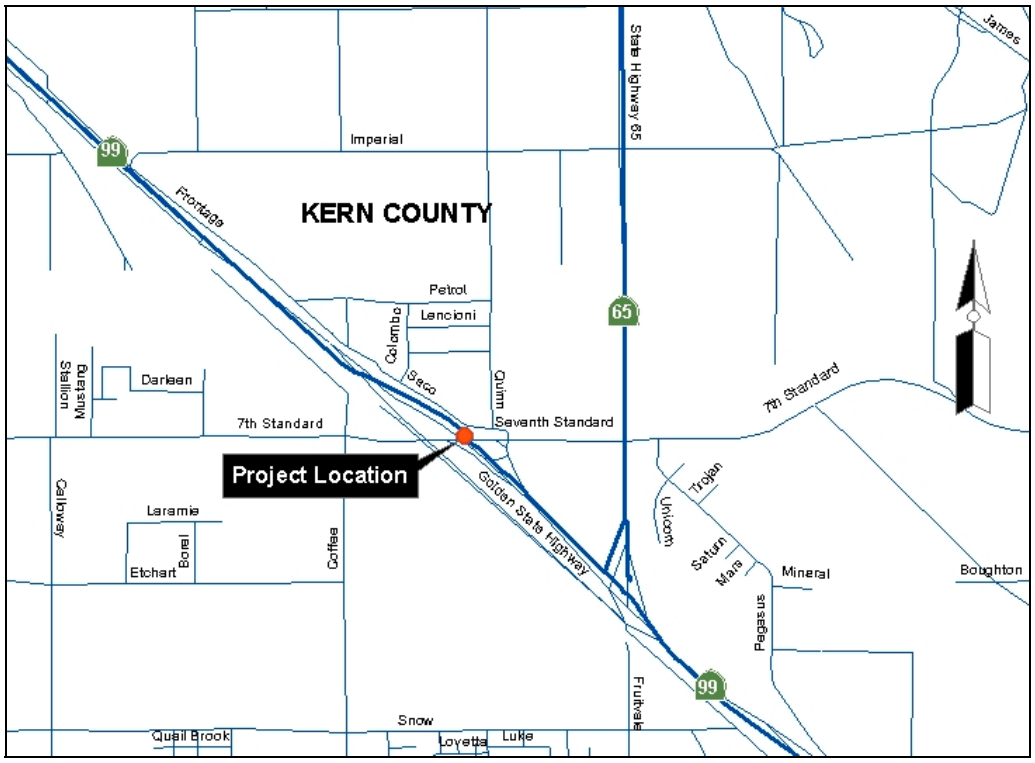
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
In the City of Bakersfield, in Kern County
7th Standard Road Interchange Improvement
06-433501 Tul-99-PM R30.5 / R31.1

LOCATION MAP: Key Map Project Number 6 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange with grade separation.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improve local road circulation and provide for additional local road capacity.
ADDITIONAL BENEFIT - Reduce maintenance costs with construction of new highway structure.

PROJECT AND FUNDING STATUS

This project is programmed and partially funded.
A Project Report and Environmental Document wad approved in July 2003.
Fund Sources: Traffic Congestion Relief Program (TCRP), State Grade Separation Fund, Union Pacific Railroad, Kern County, City of Bakersfield, City of Shafter, and RIP

Escalated Construction cost: $19 million (06/07 FY)	Programmed Construction Amount: $10.5 million
Current Right-of-Way cost: $4.9 million (05/06 FY)	Programmed Right-of-Way Amount: $4.9 million
Current Support Cost: $1.1 (05/06 FY)	Programmed Support Amount: $1.1 million

Programmed Support Phases: PID Completed PA&ED and PS&E $1.1 million R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
In the City of Bakersfield, in Kern County
7th Standard Road Interchange Improvement
06-433501 Tul-99-PM R30.5 / R31.1

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	3.5 - 4 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	New bridge, additional pavement
Structure	Increased	New bridge and existing bridge modifications
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures
Electrical	Increased	Signalization, additional electrical cost, and system maintenance

PROJECT ISSUES

GENERAL: Project PS&E is 95% complete.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

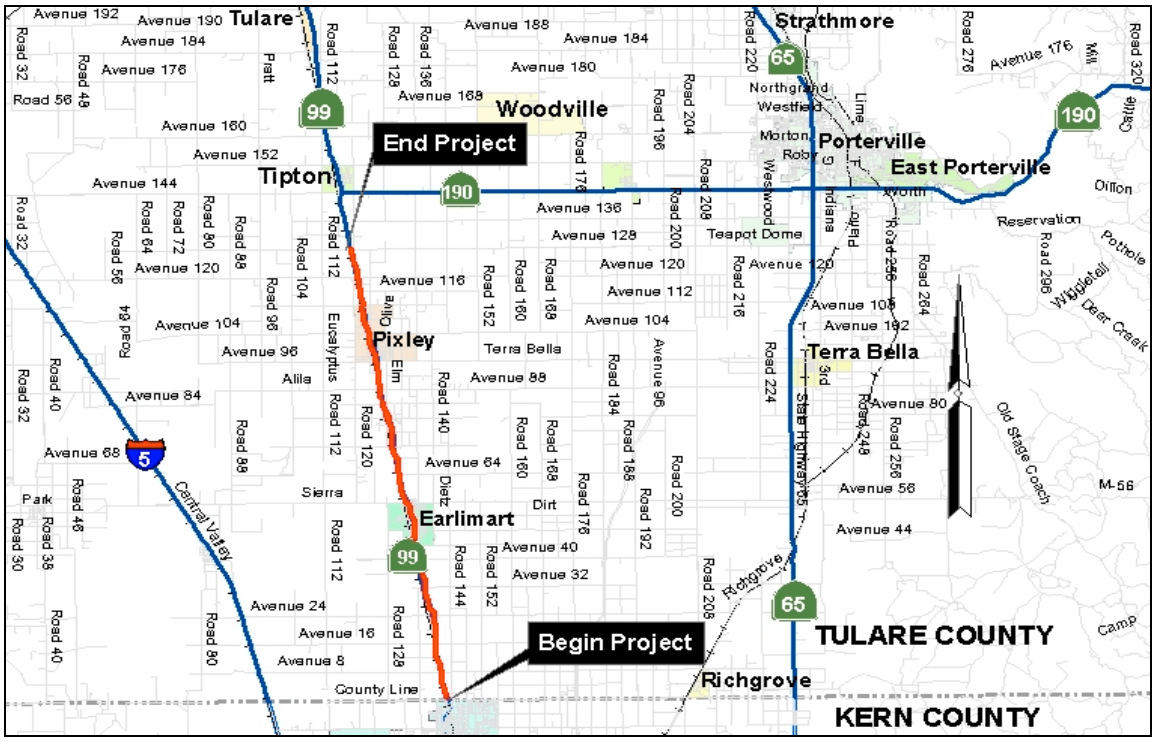
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Kern-Tulare County Line to 2.8 miles south of Tipton, in Tulare County
South Tulare 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 0.0/16.0

LOCATION MAP: Key Map Project Number 7 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Widen 2 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Estimate: $90-$100 million (05/06 FY)
Current Right-of-Way Estimate: $0.4 million (05/06FY)
Support Cost Estimate: $27 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Kern-Tulare County Line to 2.8 miles south of Tipton, in Tulare County
South Tulare 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 0.0/16.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	9.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, two undercrossing structures would require widening. Seven overcrossing structures do not meet vertical clearance requirements and eight do not meet horizontal clearance requirements. Design exceptions would be required for these locations.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

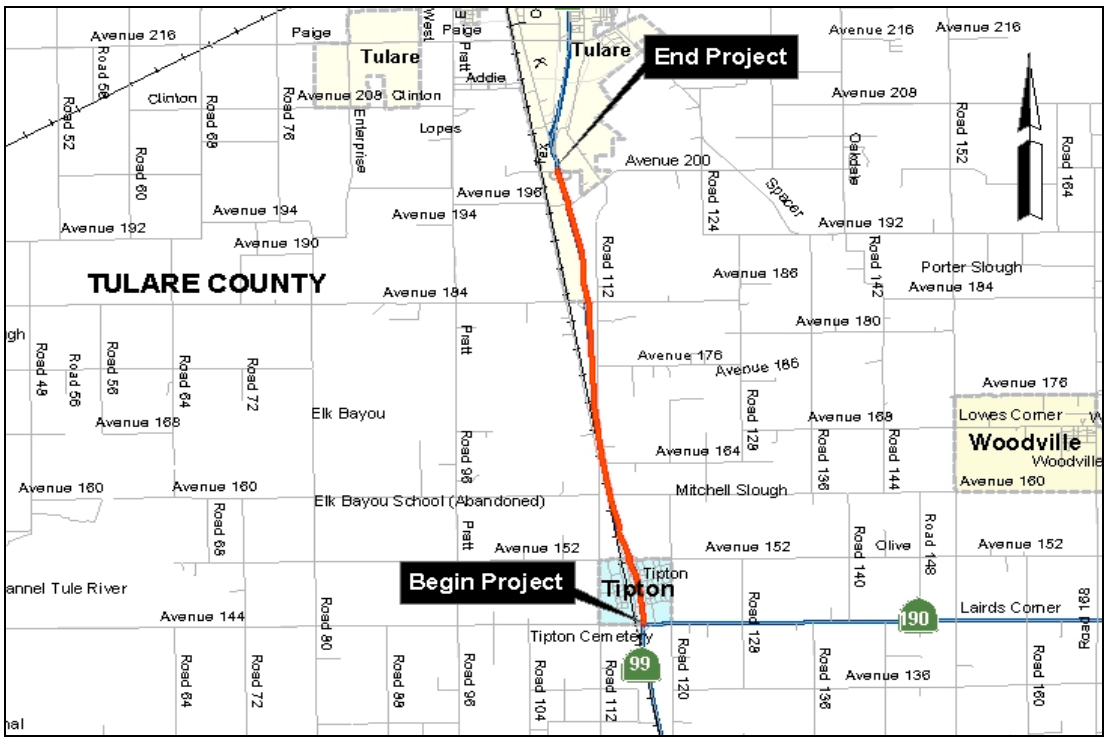
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 2.8 miles south of Tipton to Avenue 200, in Tulare County
Tipton 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 16.0/25.0

LOCATION MAP: Key Map Project Number 8 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Widen 4 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Estimate: $55-$65 million (05/06 FY)
Current Right-of-Way Estimate: $0.5 million (05/06FY)
Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 2.8 miles south of Tipton to Avenue 200, in Tulare County
Tipton 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 16.0/25.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2.5 - 3 years
Construction:	2 years
Total to Complete:	8.5 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Lane additions in the median would require Mandatory Design Exceptions for inside shoulder, outside shoulder, median width, and bridge-related clearance standards.

STRUCTURES: On this segment, 6 mainline structures would require widening and 4 structures do not meet vertical clearance or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered at depth for any proposed alternatives.

ENVIRONMENTAL IMPACTS: Cultural and biological resources in the vicinity of historic waterways would control completion of the environmental document. It is expected that phase 2 archaeological studies would be required.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

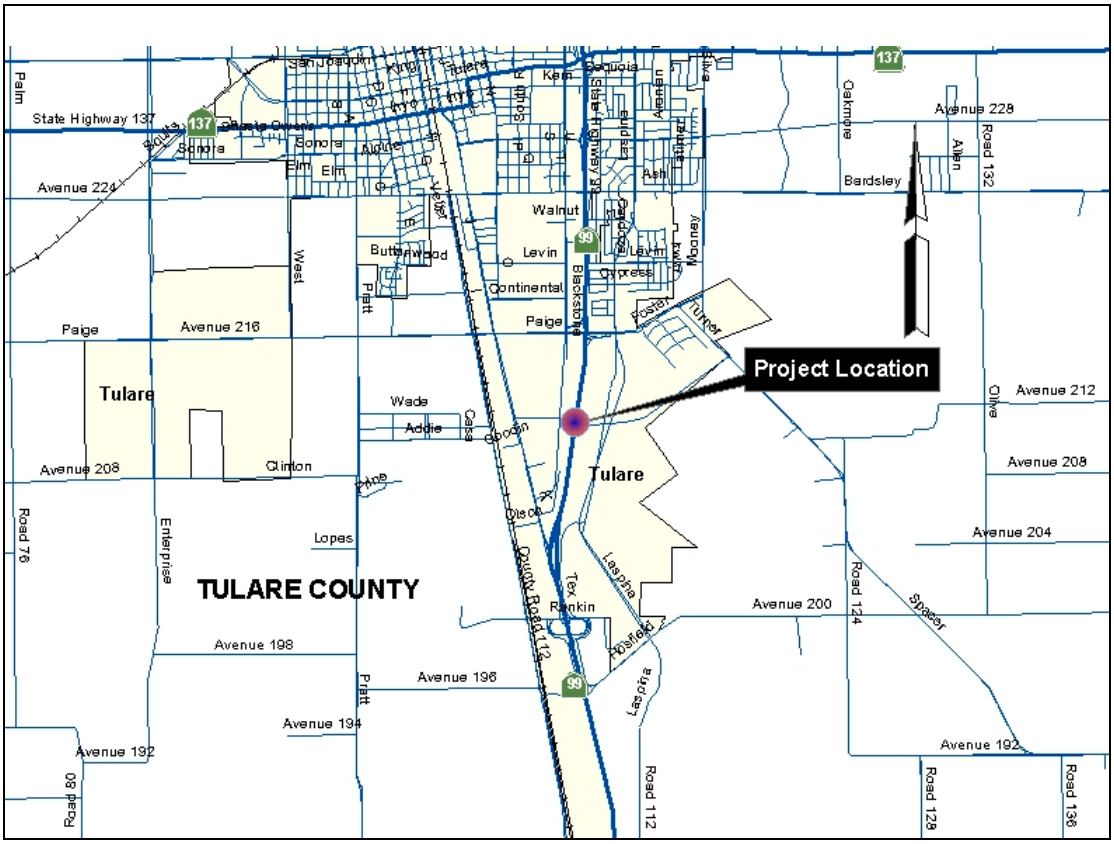
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At International Drive in the City of Tulare
Agri-Center/International Drive Interchange
06-43040K Tul-99-PM 26.3/27.6

LOCATION MAP: Key Map Project Number 9 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.
Add auxiliary lane to southbound Route 99.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Relieves congestion at adjacent interchanges and on local roads.
ADDITIONAL BENEFIT - Improves operations on Route 99 by the addition of auxiliary lane(s).
ADDITIONAL BENEFIT - Improves safety and operations at adjacent interchanges by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) is currently being developed.
Fund Sources: STIP, Federal Demonstration funds, and local impact fees.
Current Construction Estimate: $30 - $38 million (05/06 FY)
Current Right-of-Way Estimate: $0.5 million (05/06FY)
Support Cost Estimate: $9.5 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At International Drive in the City of Tulare
Agri-Center/International Drive Interchange
06-43040K Tul-99-PM 26.3/27.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR (PDS) will be completed in 2006
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Increased	More infrastructure requires more maintenance.
Landscape, Graffiti, Litter	Unchanged	It is assumed that this project would not include any ornamental landscaping.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. Consultant engineers are preparing a PID for the City of Tulare. Project funding needs to be secured for PA&ED, PS&E, R/W, and Construction phases. The interchange is needed for access to the Tulare Ag-Center, industrial and commercial retail property, and the southern city limits business district.

PROJECT DESIGN STANDARDS

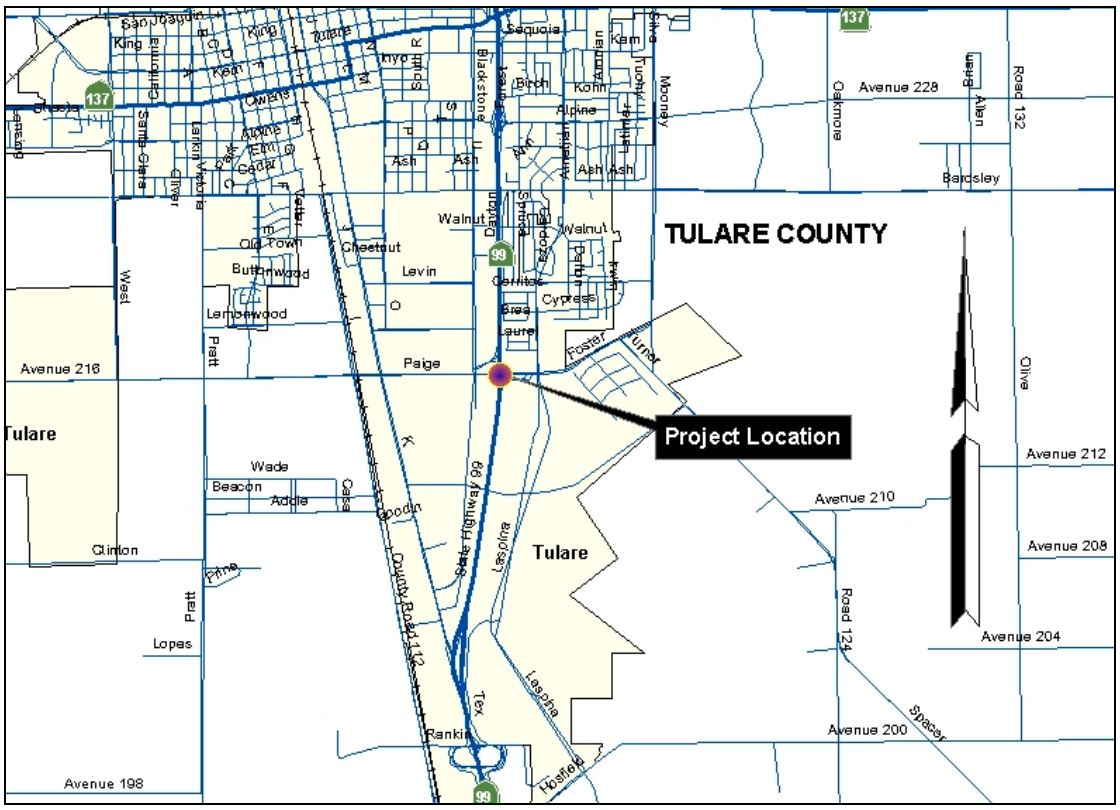
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	N/A	Yes	Yes	Included	
Vertical Clearance	N/A	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Paige Ave in the City of Tulare
Paige Ave Interchange
06-(No EA) Tul-99-PM 27.0/28.0

LOCATION MAP: Key Map Project Number 10 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 5 ramps.
Provide local road improvements on Paige Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation and provides for additional local road capacity.
ADDITIONAL BENEFIT - Improves safety and operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $35 - $43 million (05/06 FY)
Current Right-of-Way Estimate: $2.5 million (05/06FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Paige Ave in the City of Tulare
Paige Ave Interchange
06-(No EA) Tul-99-PM 27.0/28.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year (A PSR was completed in 1993 and would need updating)
PA&ED:	2 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge and large box culverts would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: The ramp geometry at this location is old, needing geometric improvements for safety and operations. Continued development in the area has placed increased demand on Paige Road and the ramps.

RIGHT-OF-WAY: Right-of-way acquisition would include a gas station and require hazardous waste analysis and possibly remediation.

PROJECT DESIGN STANDARDS

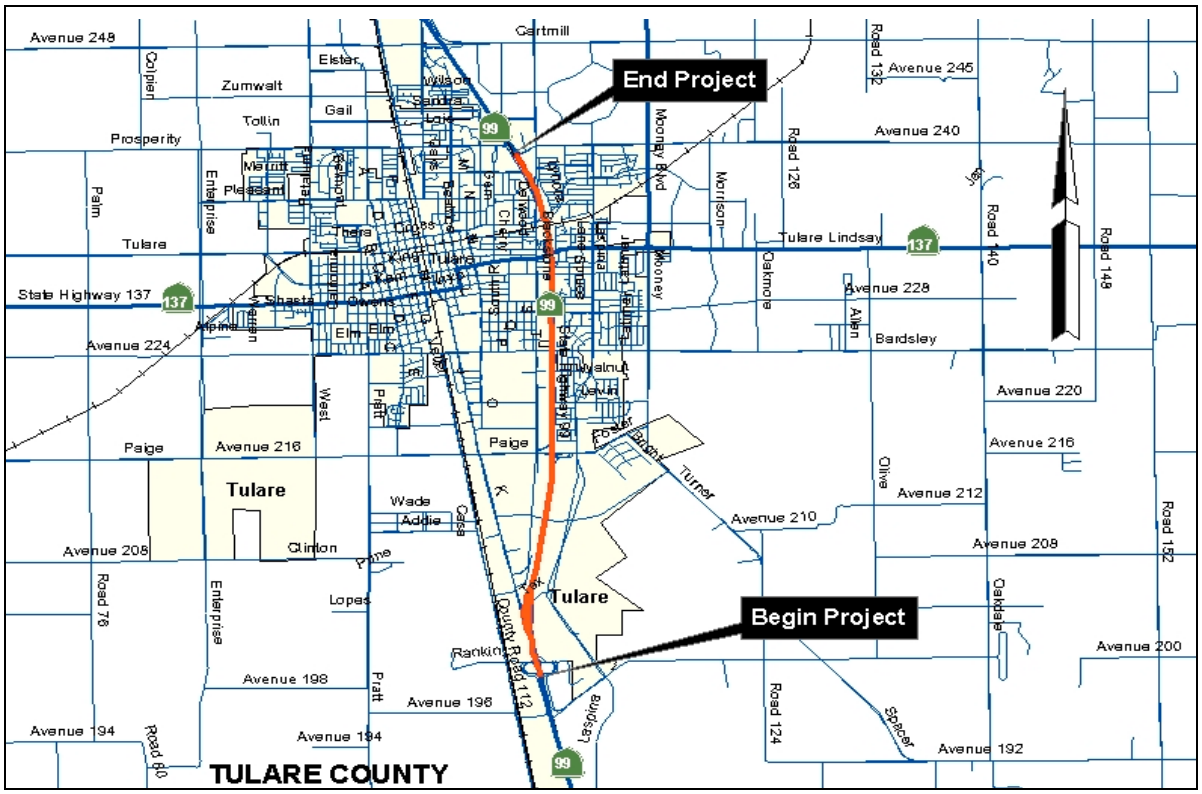
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 200 to Prosperity Ave, in the City of Tulare
Tulare 6-Lane, 4F to 6F
06-48950K Tul-99-PM 25.4/30.5

LOCATION MAP: Key Map Project Number 11 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one or two additional lane(s) in the median for traffic in each direction.
Construct auxiliary lanes if needed.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4- or 5-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is being developed.
Fund Sources: The project is not funded.
Current Construction Estimate: $70 to $85 million (05/06 FY)
Current Right-of-Way Estimate: $6 million (05/06FY)
Total Support Cost Estimate: $22 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 200 to Prosperity Ave, in the City of Tulare
Tulare 6-Lane, 4F to 6F
06-48950K Tul-99-PM 25.4/30.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	2 years
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	9 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Widening in the median would require approval of Mandatory Design Exceptions.

STRUCTURES: On this segment, 6 structures do not meet vertical clearance and 2 do not meet horizontal clearance requirements.

TRAFFIC HANDLING: This project would significantly disrupt traffic on Route 99, as nighttime lane closures would slow traffic each evening. Construction operations would be costly and difficult in a narrow urban core.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

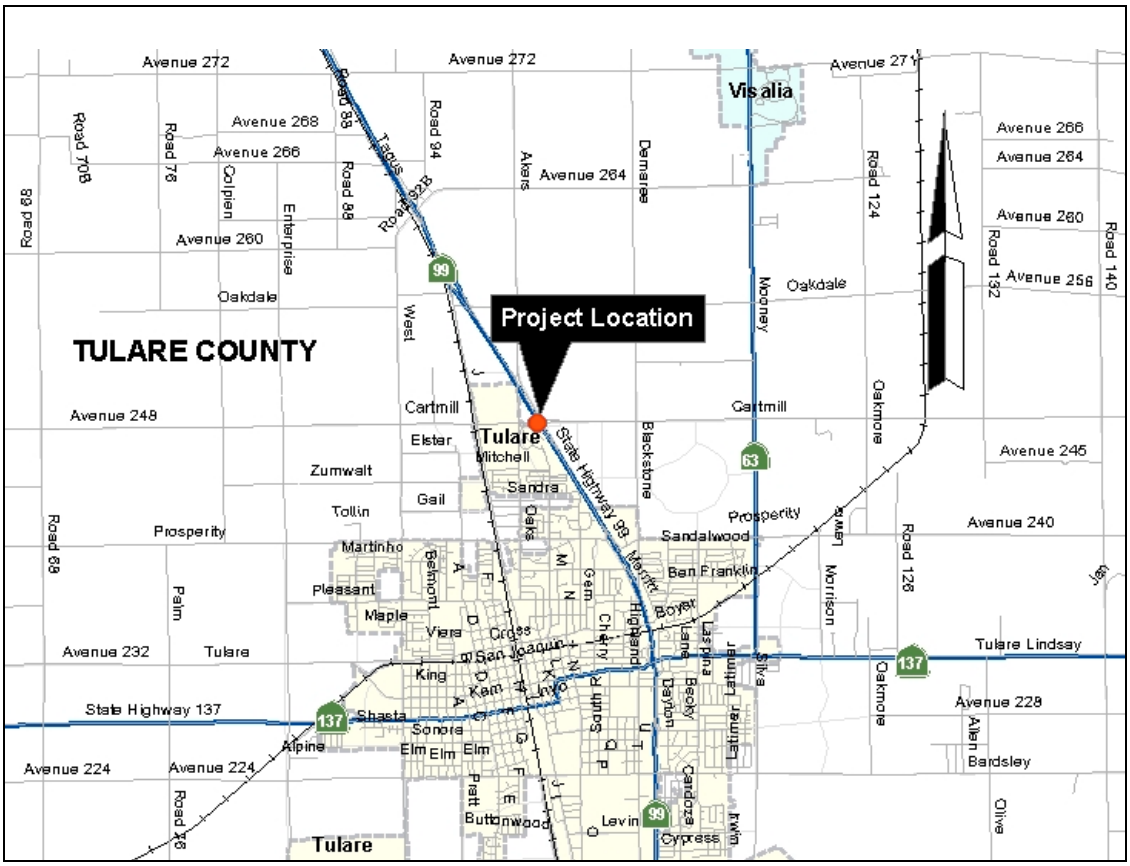
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cartmill Ave in the City of Tulare
Cartmill Ave Interchange
06-33220K Tul-99-PM 31.4/32.4

LOCATION MAP: Key Map Project Number 12 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 4 ramps.
Provide local road improvements on Cartmill Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation and provides for additional local road capacity.
ADDITIONAL BENEFIT - Improves safety and operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.
ADDITIONAL BENEFIT - Corrects non-standard geometry with reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in August 1993 and is currently being studied again.
Fund Sources: None identified.
Current Construction Estimate: $29 - $36 million (05/06 FY)
Current Right-of-Way Estimate: $3.0 million (05/06FY)
Support Cost Estimate: $10 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cartmill Ave in the City of Tulare
Cartmill Ave Interchange
06-33220K Tul-99-PM 31.4/32.4

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	A new PSR is being prepared and should be completed in 2005/2006.
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: The proposed improvements are driven by retail and office commercial development. Project initiation studies are ongoing. Various alternatives will be prepared. The primary improvements would be for local road circulation; however, the existing older ramp designs are inadequate for large-scale development and are in need of reconstruction.

RIGHT-OF-WAY: The right-of-way would, for the most part, be dedicated by development as part of the conditions for development.

PROJECT DESIGN STANDARDS

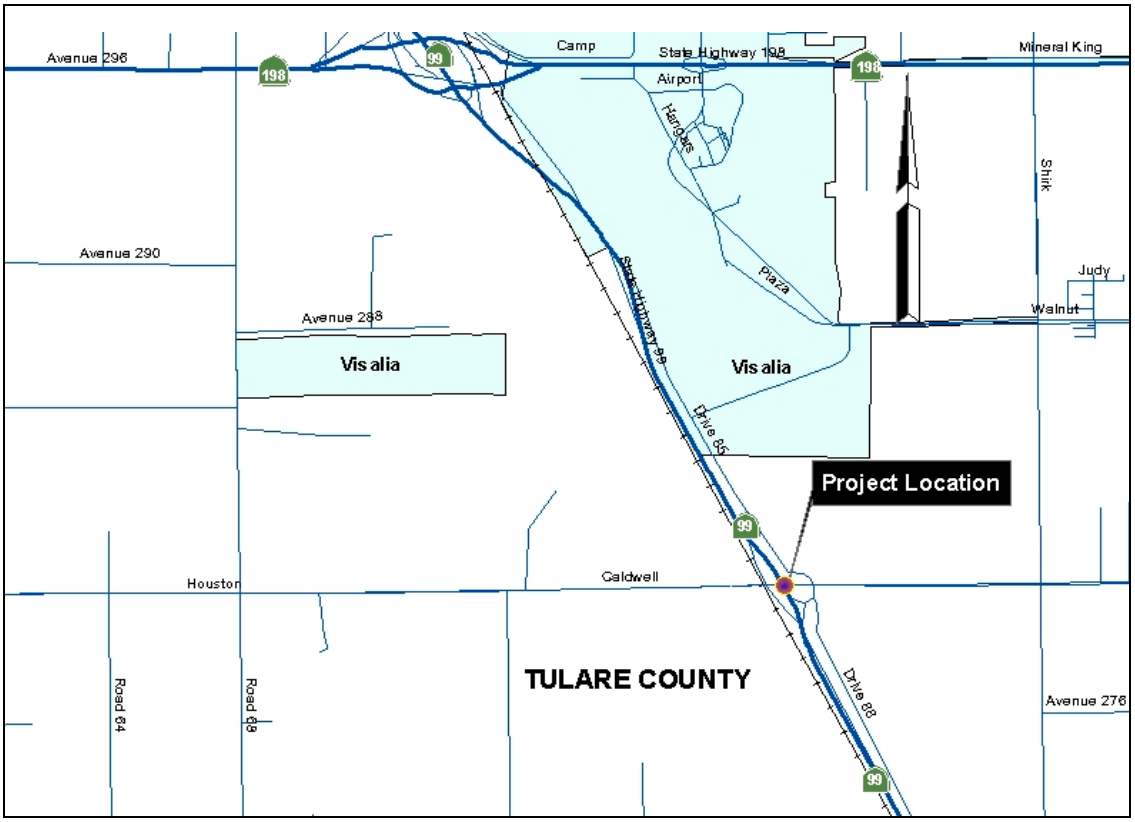
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Caldwell Ave in Tulare County
Caldwell Ave Interchange
06-48740K Tul-99-PM 36.1/36.8

LOCATION MAP: Key Map Project Number 13 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 5 ramps.
Provide local road improvements on Caldwell Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road connection to freeway and interchange geometry.
ADDITIONAL BENEFIT - Increases interchange capacity, and improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in November 2003.
Fund Sources: None identified.
Current Construction Estimate: $22 - $26 million (05/06 FY)
Escalated Right-of-Way Estimate: $6.0 million (12/13FY)
Support Cost Estimate: $10.0 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Caldwell Ave in Tulare County
Caldwell Ave Interchange
06-48740K Tul-99-PM 36.1/36.8

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. The interchange is important for access to southern Visalia where retail, light manufacturing, and commercial business development is occurring. This interchange would effectively provide access to all of southern Visalia.

PROJECT DESIGN STANDARDS

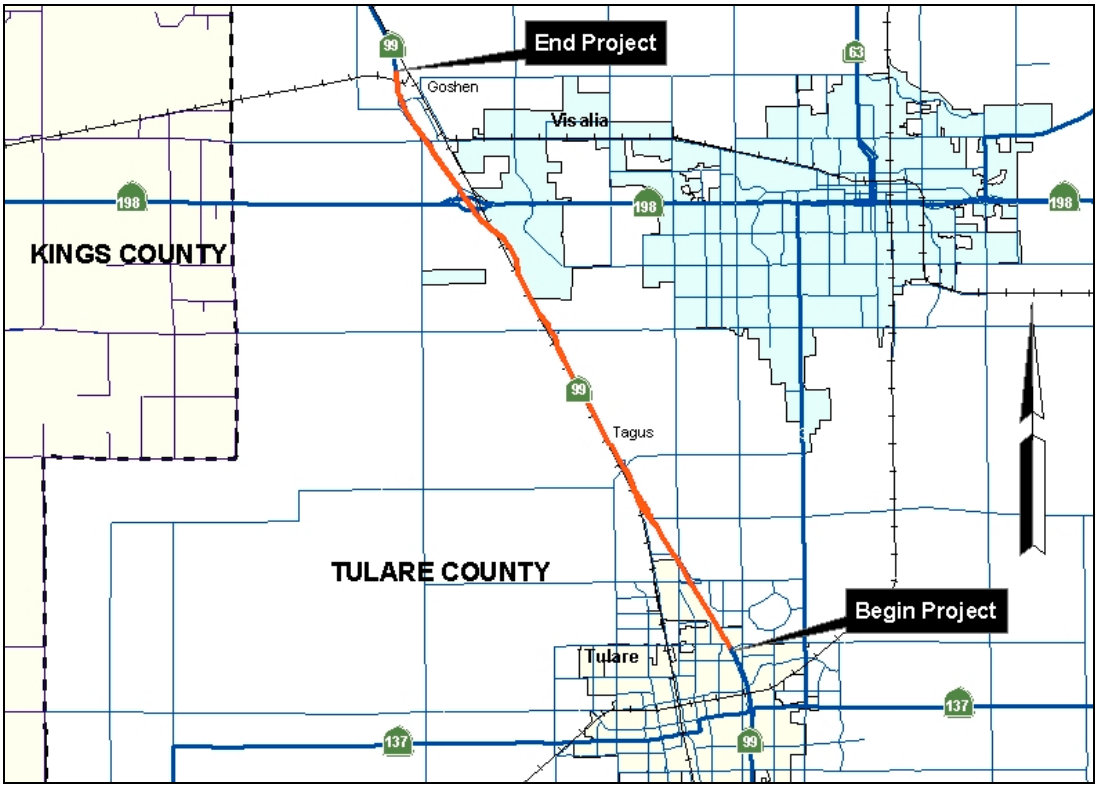
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Prosperity Ave in the City of Tulare to the Goshen Overhead in Tulare County
Prosperity to Goshen, 4F to 6F
06-36020K Tul-99-PM 30.6/41.3

LOCATION MAP: Key Map Project Number 14 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Reconstruct the existing J-Street partial interchange at the northern limits of the City of Tulare.
Widen or reconstruct 4 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	D

ADDITIONAL BENEFIT - Minor bridge improvements.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was approved and signed in July 2001.
Fund Sources: Not funded as anticipated in the STIP. Project on hold.
Current Construction Estimate: $85-$95 million (05/06 FY)
Current Right-of-Way Estimate: $0.7 million (05/06FY)
Support Cost Estimate: $25 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Prosperity Ave in the City of Tulare to the Goshen Overhead in Tulare County
Prosperity to Goshen, 4F to 6F
06-36020K Tul-99-PM 30.6/41.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2.5 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Adding lanes on some segments would require approval of a Mandatory Design Exception.
RIGHT-OF-WAY: On some segments where widening may not be permitted in the median, a railroad line is west of the mainline centerline. The freeway will need to be shifted east requiring additional right-of-way.
STRUCTURES: On this segment, 4 mainline structures would require widening. Additionally, 4 structures do not meet vertical or horizontal clearance requirements. Three are part of proposed interchange improvement projects.
PARTIAL INTERCHANGES: Two locations with ramps, but no grade separation, may need to be closed.
PROJECT SCOPE: During the PA&ED work, traffic operations, safety and standards would be studied and considered at depth for any proposed alternatives.

PROJECT DESIGN STANDARDS

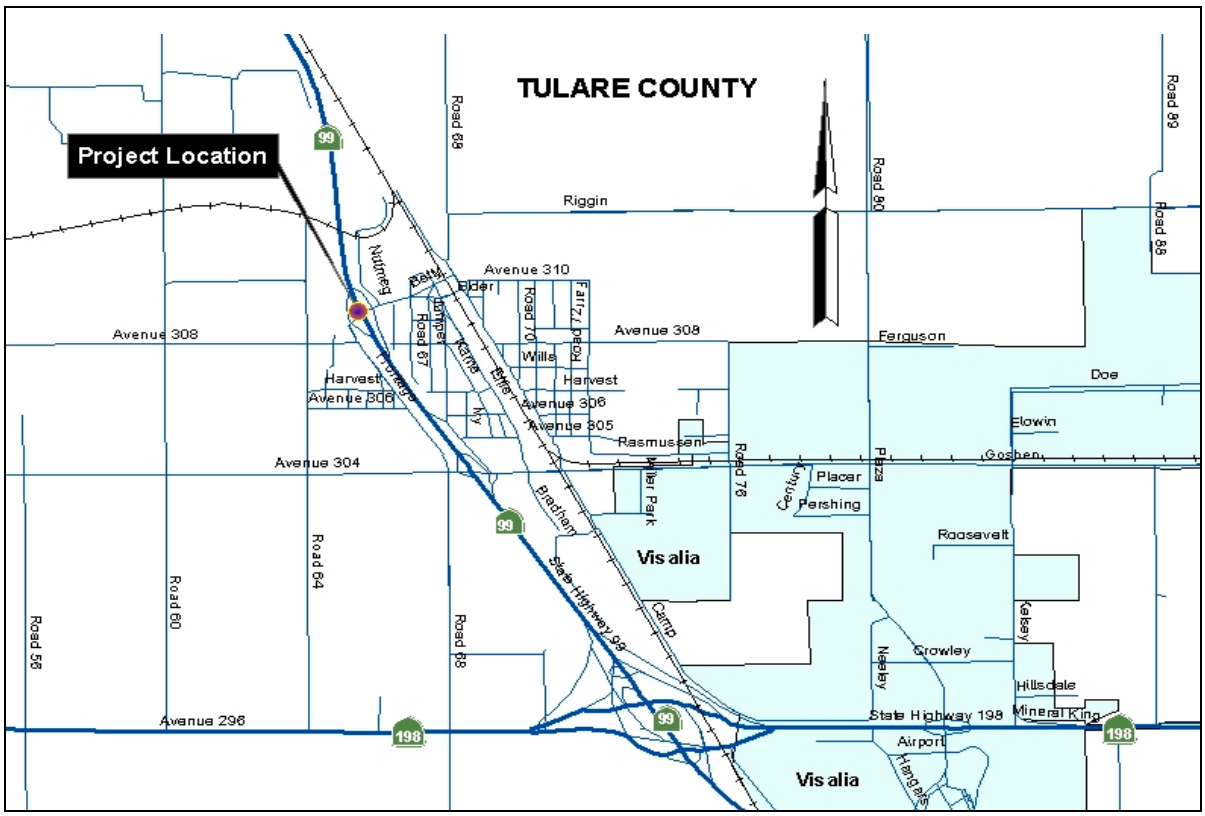
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Betty Drive in the Community of Goshen
Betty Drive Interchange
06-47150K Tul-99-PM 39.6/41.3

LOCATION MAP: Key Map Project Number 15 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 4 ramps.
Provide local road improvements on county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation, connection to freeway, and interchange geometry.
ADDITIONAL BENEFIT - Increases interchange capacity, and improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in October 2003.
Fund Sources: None identified.
Current Construction Estimate: $32 - $38 million (05/06 FY)
Escalated Right-of-Way Estimate: $7.1 million (09/10FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Betty Drive in the Community of Goshen
Betty Drive Interchange
06-47150K Tul-99-PM 39.6/41.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. This project is needed to serve industrial land north of Visalia and in the community of Goshen. This project would benefit Route 99 as the existing Betty Drive Overcrossing is too narrow for widening Route 99 to 8 lanes.

RIGHT-OF-WAY: The proposed improvement would result in acquisition of a gas station and light retail stores. It is expected that hazardous waste remediation would be part of the gas station acquisition.

PROJECT DESIGN STANDARDS

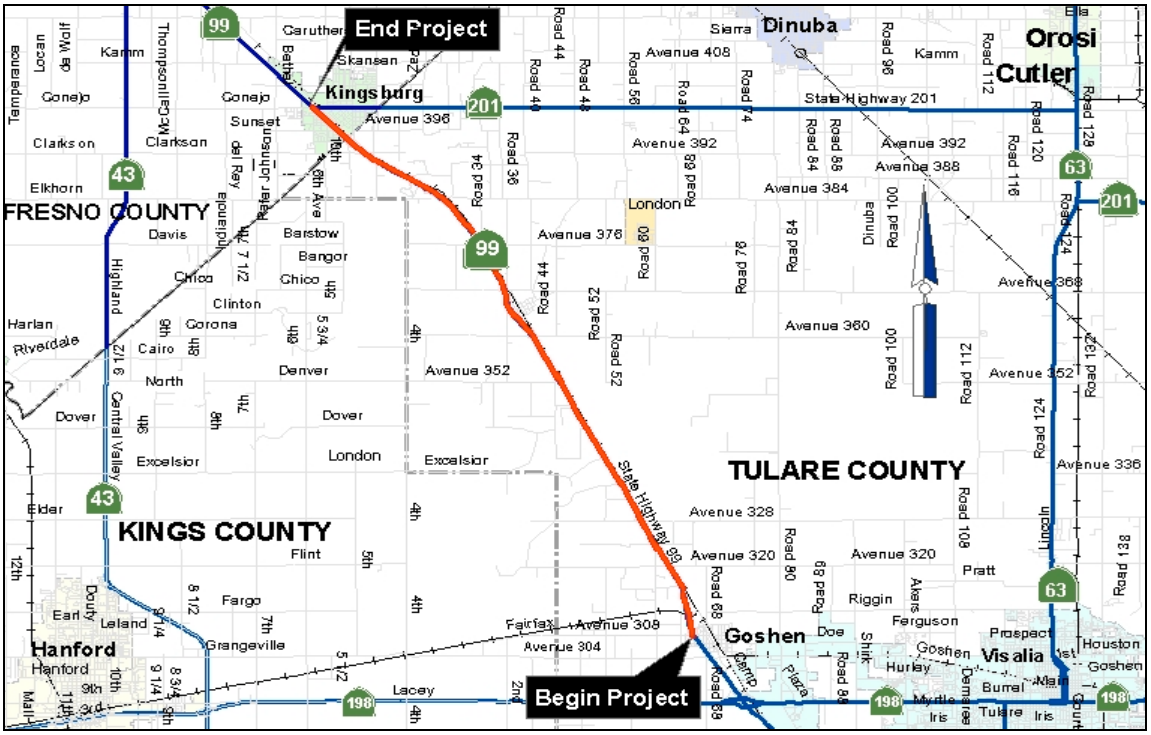
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Goshen in Tulare County to Kingsburg in Fresno County
Goshen to Kingsburg 6-Lane
06-324500 Tul-99-PM 41.3/53.9, Fre-99-PM 0.0/1.0

LOCATION MAP: Key Map Project Number 16 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen or reconstruct 9 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	E	D	C

ADDITIONAL BENEFIT – Makes bridge improvements.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
Fund Sources: The project is currently funded in the STIP for PA&ED only.
Escalated Construction Estimate: $124 million (09/10 FY)
Current Right-of-Way Estimate: $1.3 million (06/07FY)
Total Support Cost Estimate: $17 million (06/07 FY)
Programmed Support Phases: PID Completed, PA&ED $2.2 million PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Goshen in Tulare County to Kingsburg in Fresno County
Goshen to Kingsburg 6-Lane
06-324500 Tul-99-PM 41.3/53.9, Fre-99-PM 0.0/1.0

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	1 - 2 years (Draft Project Report completed in 2005)
R/W and Design:	2.5 years
Construction:	2.5 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

SCHEDULE: Project funding needs to be secured for PA&ED, PS&E, and R/W phases in the 2006 STIP to proceed on schedule.

MEDIAN WIDTH: Adding lanes on some segments would require approval of a Mandatory Design Exception.

STRUCTURES: The bridges over the Kings River were originally constructed in 1940 (NB) and 1957 (SB) and will be considered for age-related reconstruction. Additionally, the current width does not permit lane addition without widening. On this segment, 6 mainline structures would require widening and 3 structures do not meet vertical or horizontal clearance requirements.

PROJECT SCOPE: The Draft Project Report was completed leading to public participation and selection of a preferred alternative.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

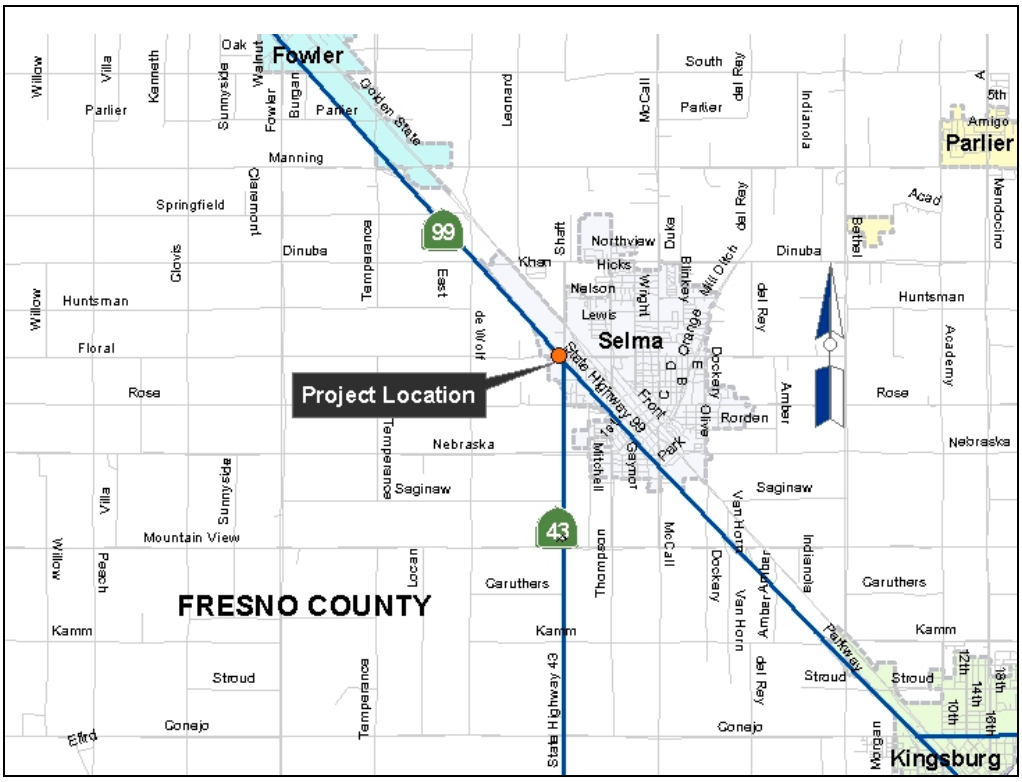
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	No	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Floral Rd and SR 43 in the City of Selma
Floral RD/SR 43 Interchange
06-(No EA) Fre-99-PM 6.5

LOCATION MAP: Key Map Project Number 17 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct new highway structure and widen Floral Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - New structure would provide for additional local road capacity and accommodate planned development west of Route 99.

ADDITIONAL BENEFIT - New highway structure would reduce maintenance costs.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $9.0 million (05/06 FY)
Current Right-of-Way cost: $0 (05/06 FY)
Current Support Cost: $2.7 (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Floral Rd and SR 43 in the City of Selma
Floral RD/SR 43 Interchange
06-(No EA) Fre-99-PM 6.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	None	No additional highway infrastructure
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: This structure is part of a combined State Route/local road interchange in an urban area. By providing additional local road capacity, interchange operations may be degraded.

TRAFFIC HANDLING: This is a mainline structure and will require significant traffic handling to replace.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Central Ave and Chestnut Ave in the City of Fresno
Central Ave/Chestnut Ave Interchange
06-(No EA) Fre-99-PM 15.8

LOCATION MAP: Key Map Project Number 18 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves ramp intersections and ramp geometry.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $12 million (05/06 FY)
Current Right-of-Way cost: $0 million (05/06 FY)
Current Support Cost: $3.6 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Central Ave and Chestnut Ave in the City of Fresno
Central Ave/Chestnut Ave Interchange
06-(No EA) Fre-99-PM 15.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 years
Total to Complete:	5.5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10-Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: The existing interchange is unconventional in that the ramp intersections are located on separate local streets.

STRUCTURES: The existing overcrossings at Chestnut and Central Avenues do not meet vertical or horizontal clearance standards and should be considered for replacement.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

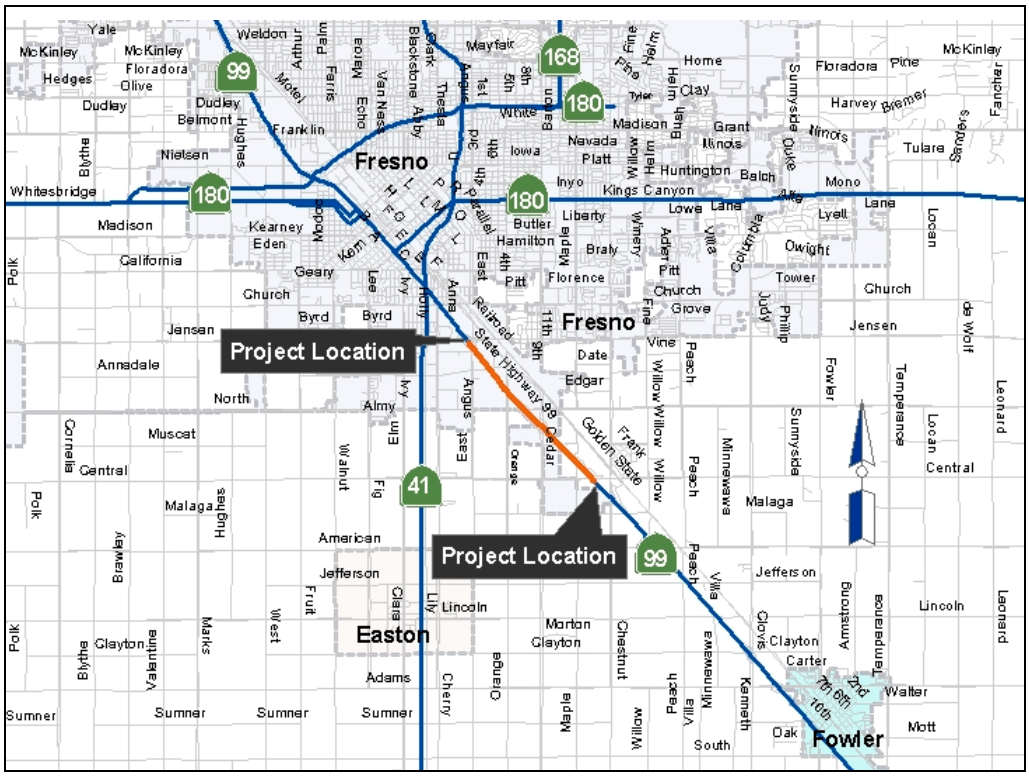
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Central Ave to Jensen Ave in the City of Fresno
Malaga 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 15.8/18.5

LOCATION MAP: Key Map Project Number 19 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen bridge over railroad.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction Cost: $12 million (05/06 FY)
Current Right-of-Way Cost: Unknown
Current Support Cost: $3.6 million
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Central Ave to Jensen Ave in the City of Fresno
Malaga 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 15.8/18.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	None	No additional electrical systems proposed

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would allow the addition of lanes without the need for a Mandatory Design Exception.

RIGHT-OF-WAY: A railroad overhead would need to be widened for any alternative.

STRUCTURES: On this segment, 4 local road overcrossings and a railroad underpass do not meet vertical or horizontal clearance requirements. These structures would be considered for reconstruction with any mainline capacity project. The cost estimates do not include reconstruction of structures.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

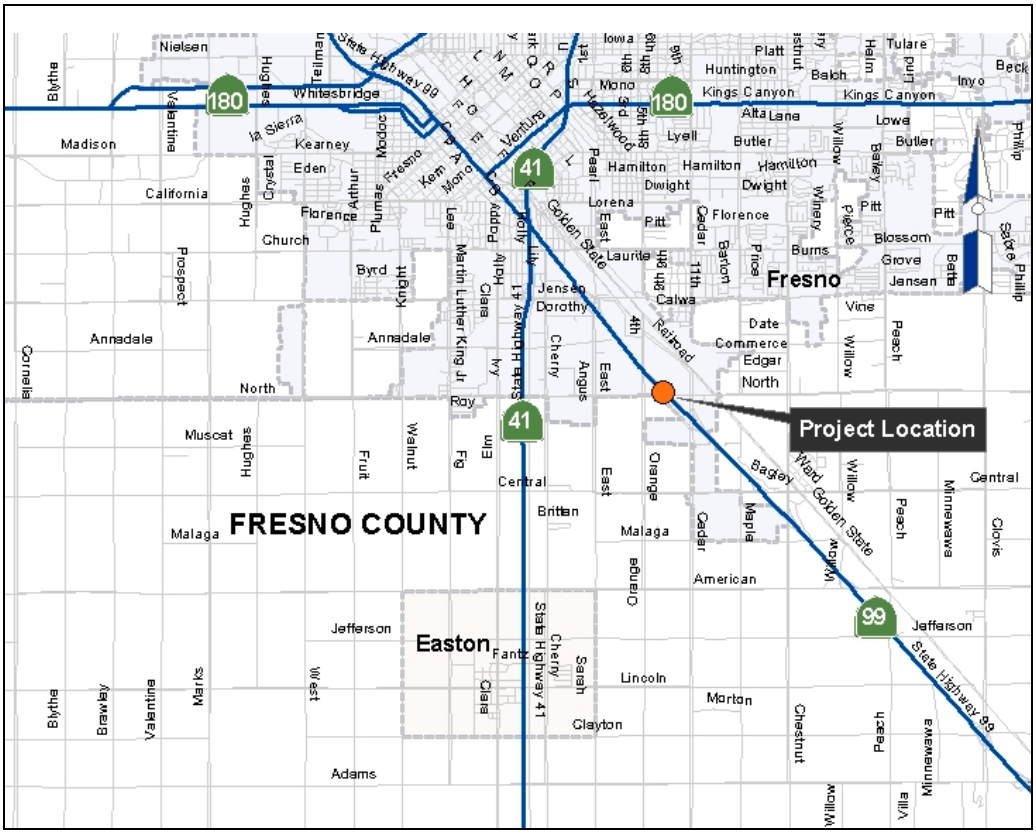
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	Unknown
Vertical Clearance	No	Unknown	Unknown	Included	Unknown
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cedar Ave and North Ave in the City of Fresno
Cedar Ave/North Ave Interchange
06-(No EA) Fre-99-PM 17.3

LOCATION MAP: Key Map Project Number 20 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves ramp intersections and ramp geometry.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $12 million (05/06 FY)
Current Right-of-Way cost: $0 million (05/06 FY)
Current Support Cost: $3.6 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cedar Ave and North Ave in the City of Fresno
Cedar Ave/North Ave Interchange
06-(No EA) Fre-99-PM 17.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 years
Total to Complete:	5.5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: The existing interchange at this location is unconventional in that the ramp intersections are located on separate local streets.

STRUCTURES: The existing overcrossings at Cedar and North Avenues do not meet vertical or horizontal clearance standards and should be considered for replacement.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

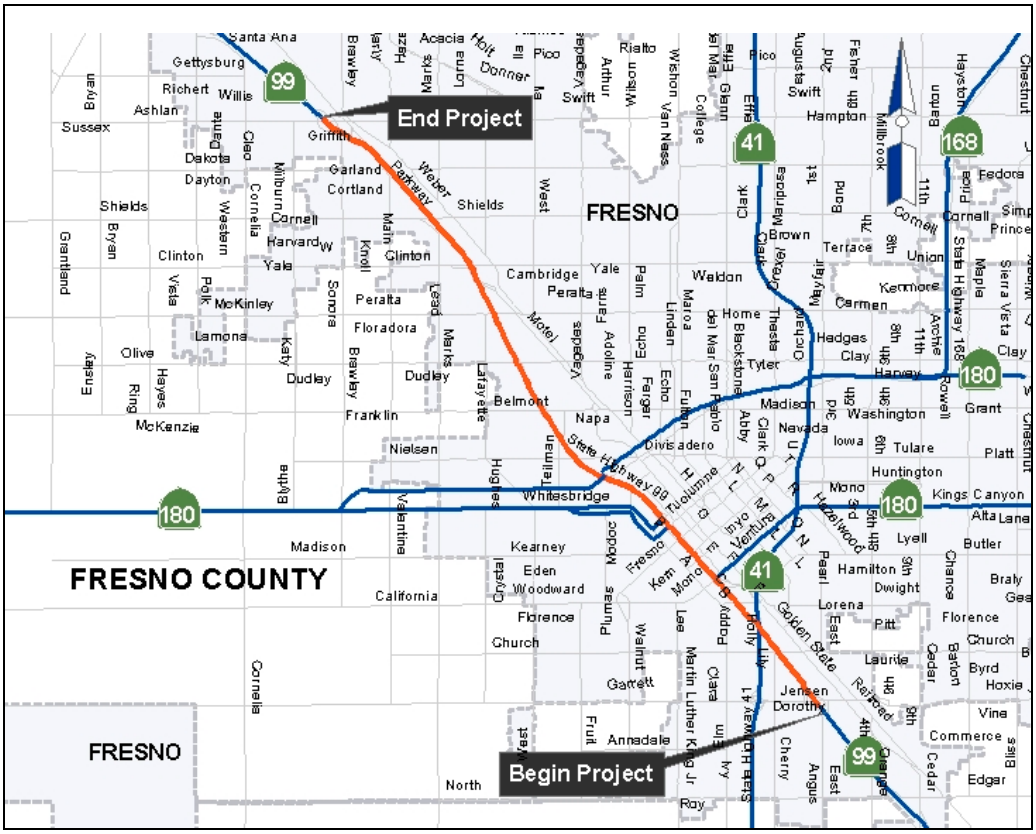
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Jensen Ave to Ashlan Ave in the City of Fresno
Fresno 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 18.5/26.6

LOCATION MAP: Key Map Project Number 21 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen and reconstruct structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction cost: $84 million (05/06 FY)
Current Right-of-Way cost: Unknown
Current Support Cost: $25.2 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Jensen Ave to Ashlan Ave in the City of Fresno
Fresno 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 18.5/26.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	10 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Unknown	Added lanes and retaining walls may reduce landscaped area.
Electrical	None	No additional electrical systems proposed

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would not allow the addition of lanes.

RIGHT-OF-WAY: This segment passes through downtown Fresno and is adjacent to Roeding Park, Mountain View Cemetery, Belmont Memorial Park, and Smith White Playground. Retaining walls would likely be required on this segment to minimize right-of-way impacts.

STRUCTURES: On this segment, 4 mainline structures would require widening. Additionally, a total of 17 structures do not meet vertical clearance requirements, including 11 with closed-end abutments that preclude mainline widening. One structure with closed-end abutments requiring reconstruction is a railroad underpass.

DRAINAGE: 4 Pumping plants would need to be replaced and additional drainage basin capacity would be needed.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

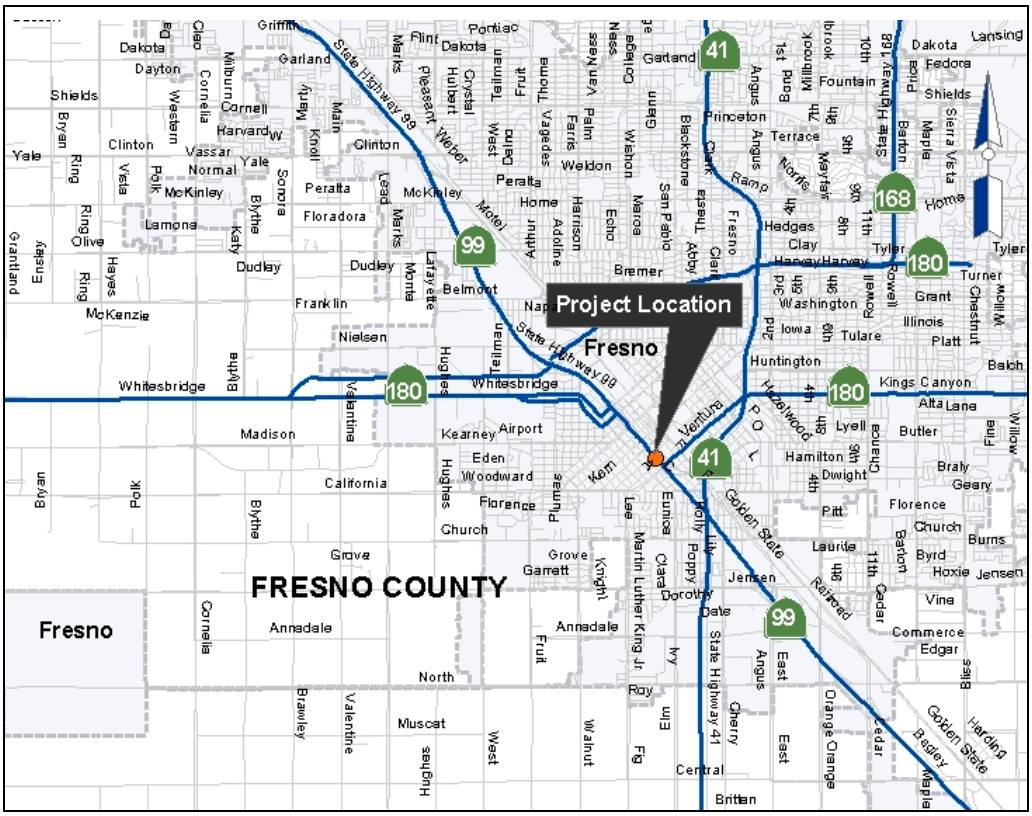
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	Unknown
Vertical Clearance	No	Unknown	Unknown	Included	Unknown
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ventura Street in the City of Fresno
Ventura Street Interchange
06-(No EA) Fre-99-PM 20.3

LOCATION MAP: Key Map Project Number 22 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity at ramp intersections.
ADDITIONAL BENEFIT - Improves safety and operations.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $8 million (05/06 FY)
Current Right-of-Way cost: None
Current Support Cost: $2.4 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ventura Street in the City of Fresno
Ventura Street Interchange
06-(No EA) Fre-99-PM 20.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	None	No additional landscaping created.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossing does not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structure precludes future mainline widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

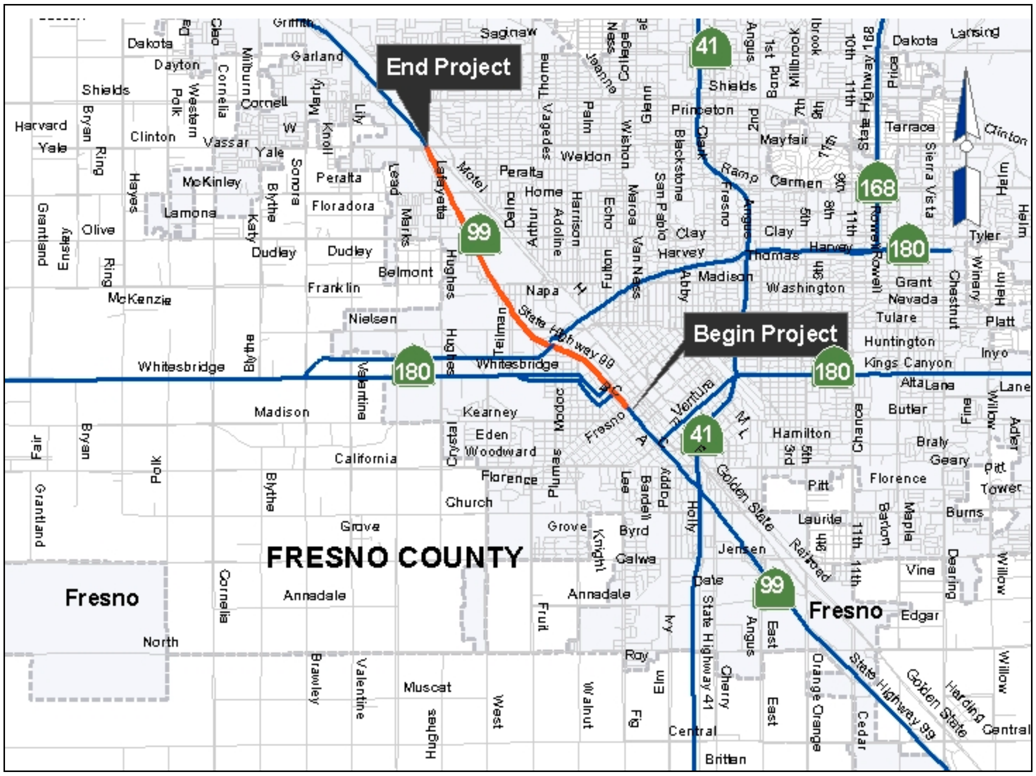
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Fresno St to Clinton Ave in the City of Fresno
Roeding Auxiliary Lane Project
06-39210K Fre-99-PM 20.7/24.4

<u>LOCATION MAP:</u> Key Map Project Number 23 **<u>PRIORITY CATEGORY 3</u>**



<u>PROJECT DESCRIPTION/SCOPE</u>

Construct auxiliary lanes in each direction.
Widen the median to 22 feet.
Replace a minimum of three overcrossing structures.

<u>PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES</u>

PRIMARY PURPOSE - Improves operations by addition of auxiliary lanes. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

<u>PROJECT AND FUNDING STATUS</u>

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in August 2001.
Fund Sources: None identified.
Current Construction Cost: $39.2 - $58 million (05/06 FY)
Escalated Right-of-Way Cost: $69 - $99 million (07/08 FY)
Current Support Cost: $14.8 million (PA&ED 02/03 FY)
Programmed Support Phases: PID <u>Completed</u> PA&ED $0 PS&E $0 R/W $0 Construction $0

 Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Fresno St to Clinton Ave in the City of Fresno
Roeding Auxiliary Lane Project
06-39210K Fre-99-PM 20.7/24.4

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	None	No additional electrical systems proposed.

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would not allow the addition of lanes.

RIGHT-OF-WAY: This segment passes through downtown Fresno and is adjacent to Roeding Park, Mountain View Cemetery, Belmont Memorial Park, and Smith White Playground. Retaining walls would be required for any capacity-increasing project to minimize right-of-way impacts.

STRUCTURES: On this segment, one mainline structure would require widening. Additionally, a total of 8 structures do not meet vertical clearance requirements and have closed-end abutments that preclude mainline widening. One structure with closed-end abutments requires reconstruction of a railroad underpass.

DRAINAGE: 2 Pumping plants need to be replaced and additional drainage basin capacity would need to be added.

OTHER PROJECTS: This segment is within the limits of a candidate 6F to 8F project.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

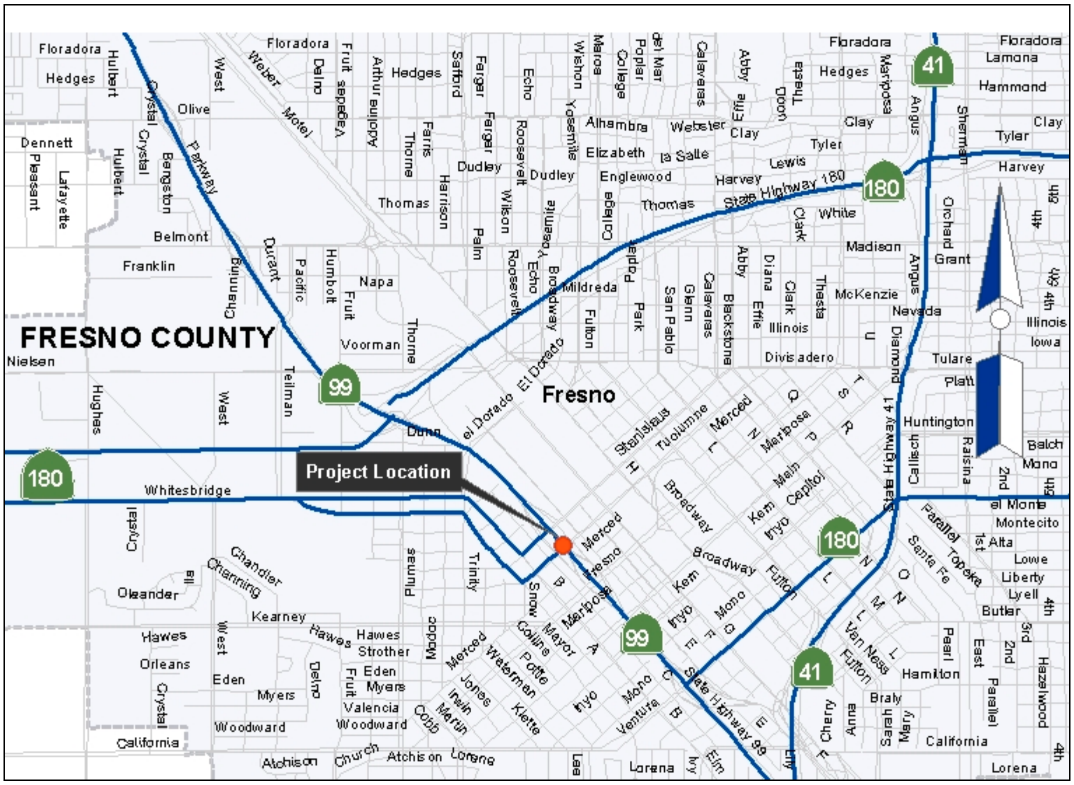
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Unknown	Unknown	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	
Vertical Clearance	No	Unknown	Unknown	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Tuolumne St to Stanislaus St in the City of Fresno
Tuolumne Street Interchange
06-(No EA) Fre-99-PM 20.5/21.0

LOCATION MAP: Key Map Project Number 24 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity and operations at ramp intersections.
ADDITIONAL BENEFIT - Improves safety and operations.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $8 million (05/06 FY)
Current Right-of-Way cost: None
Current Support Cost: $2.4 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Tuolumne St to Stanislaus St in the City of Fresno
Tuolumne Street Interchange
06-(No EA) Fre-99-PM 20.5/21.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	None	No additional landscaping created.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossings do not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structures preclude future mainline widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ashlan Ave in Fresno County to Ave 7 in Madera County
Island Park Six Lane, 4F to 6F
06-44260K Fre-99-PM 26.6/31.6, Mad-99-PM 0.0/1.7

LOCATION MAP: Key Map Project Number 25 **PRIORITY CATEGORY 2**

PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Replace or widen 5 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	F	D

ADDITIONAL BENEFIT - Bridge reconstruction would decrease maintenance costs.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2004.
Fund Sources: None identified.
Current Construction cost: $40.1 million (05/06 FY)
Current Right-of-Way cost: $0.7 million (05/06 FY)
Current Support Cost: $12 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ashlan Ave in Fresno County to Ave 7 in Madera County
Island Park Six Lane, 4F to 6F
06-44260K Fre-99-PM 26.6/31.6, Mad-99-PM 0.0/1.7

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	No change	No additional electrical systems proposed.

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment except near the county line where the bridge over the San Joaquin River would need to be widened or replaced to meet shoulder standards.

STRUCTURES: The bridge over the San Joaquin River was originally constructed in 1928 and should be considered for reconstruction. Additionally, the current width does not permit for shoulder standards with a lane addition. On this segment, 3 other mainline structures would require widening and 2 structures do not meet vertical clearance requirements.

RAILROAD: A railroad structure is parallel to the San Joaquin River Bridge and lateral clearance needs to be maintained if the structure is widened or reconstructed.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Shaw Avenue, In the City of Fresno
Shaw Avenue Interchange
06-44270K Fre-99-PM 27.3/28.3

LOCATION MAP: Key Map Project Number 26 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Reconstruct interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity of interchange.
ADDITIONAL BENEFIT - Improves safety and operations.
ADDITIONAL BENEFIT - Allows for future widening to 8-lanes with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2001.
Fund Sources: None identified.
Current Construction cost: $26.7 million (07/08 FY)
Current Right-of-Way cost: $16.1 million (05/06 FY)
Current Support Cost: $8 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Shaw Avenue, In the City of Fresno
Shaw Avenue Interchange
06-44270K Fre-99-PM 27.3/28.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossing does not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structure precludes future mainline widening.

RIGHT-OF-WAY: In this area, land use has changed and growth has exceeded expectations since design and construction of the existing interchange. The subsequent development in the area would contribute to a significant increase in right-of-way cost if a standard alternative is to be constructed.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

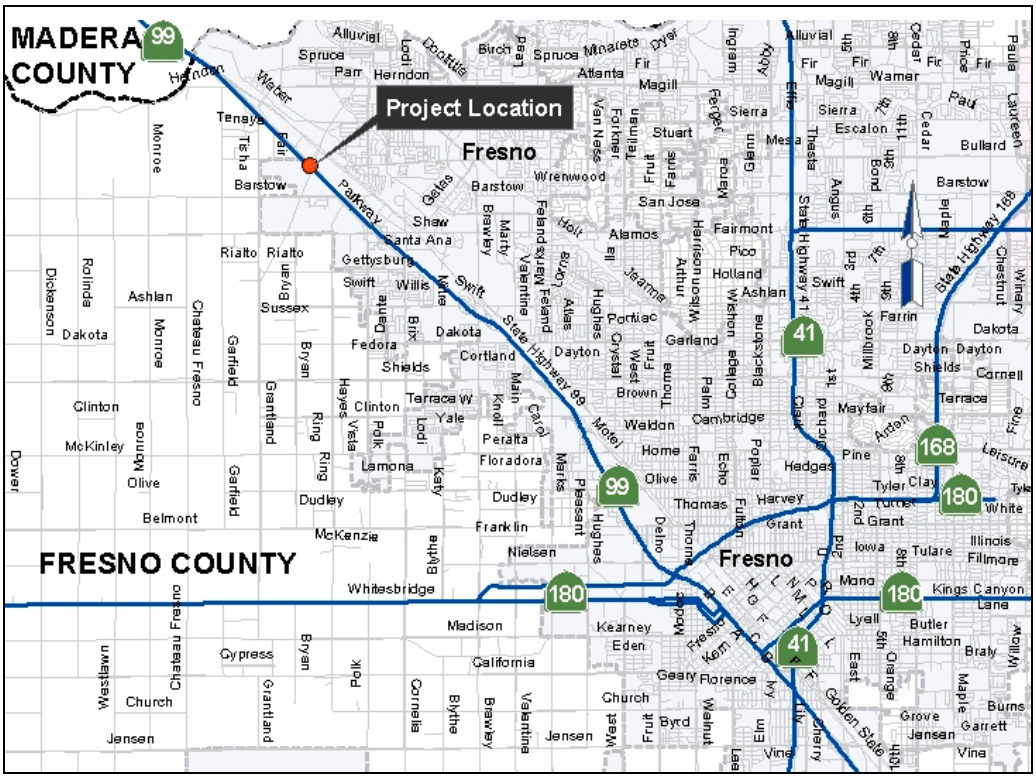
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-346

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Grantland Avenue, In the City of Fresno
Grantland Diagonal Interchange
06-36190K Fre-99-PM 29.4

LOCATION MAP: Key Map Project Number 27 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Construct new interchange for local road circulation.
ADDITIONAL BENEFIT - Relieve congestion at adjacent interchanges with additional interchange.
ADDITIONAL BENEFIT - Improve safety and operations at adjacent interchanges by relieving congestion.
ADDITIONAL BENEFIT - Allow for future widening to 8 lanes with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in June 1991. An updated PSR is needed.
Fund Sources: None identified.
Current Construction cost: $32 million (05/06 FY)
Current Right-of-Way cost: $4.5 million (05/06 FY)
Current Support Cost: $9.6 million (FY 05/06)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Grantland Avenue, In the City of Fresno
Grantland Diagonal Interchange
06-36190K Fre-99-PM 29.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 3 years
Construction:	3 years
Total to Complete:	9 - 12 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	New infrastructure and more traffic creates more maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project.

RIGHT-OF-WAY: There has been significant development and increases in property values in this area since approval of the original PSR. Reevaluation of the geometric design and right-of-way is needed prior to proceeding with PA&ED.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

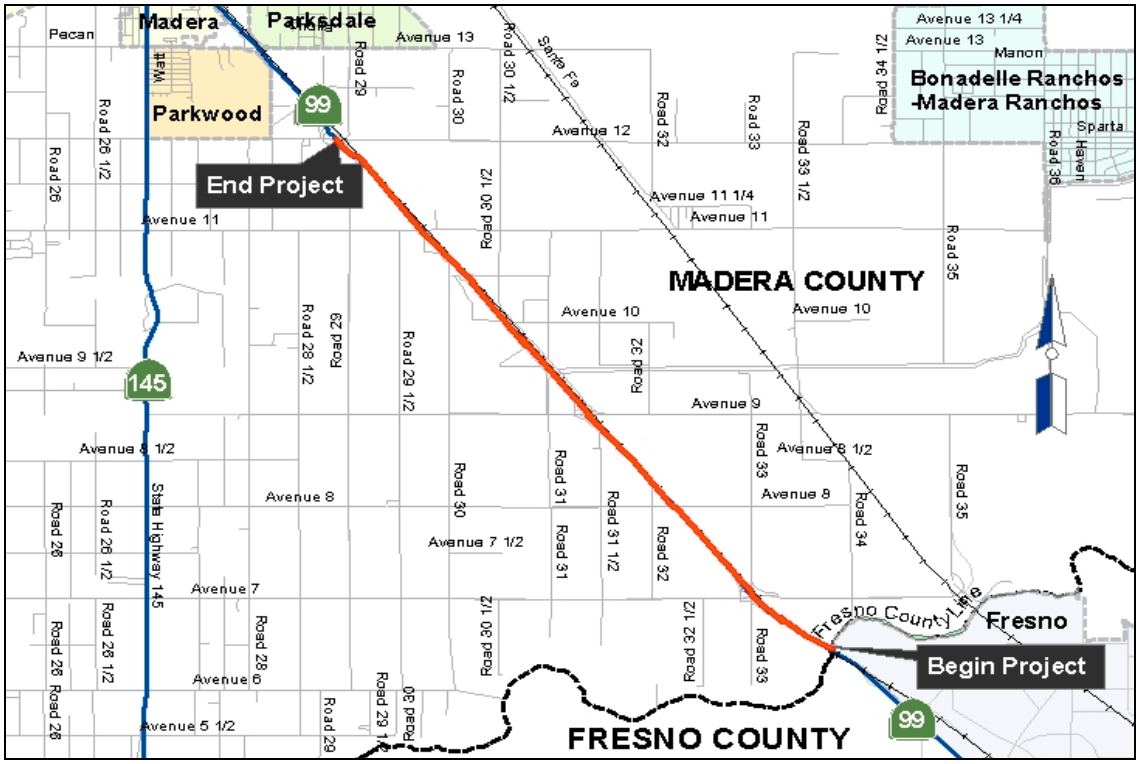
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-346

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 7 to 0.7 miles north of Avenue 12, in Madera County
South Madera County 6-Lane, 4F to 6F
06-(No EA) Mad-99-PM 1.7/7.5

LOCATION MAP: Key Map Project Number 28 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Replace or widen 5 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $44 - $52 million (05/05 FY)
Current Right-of-Way Estimate: $1.6 million (05/06FY)
Total Support Cost Estimate: $10 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 7 to 0.7 miles north of Avenue 12, in Madera County
South Madera County 6-Lane, 4F to 6F
06-(No EA) Mad-99-PM 1.7/7.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: A Mandatory Design Exception for shoulder width and horizontal clearance would be required if lanes were added in the median.

STRUCTURES: On this segment, 1 bridge would need to be widened and 1 structure does not meet vertical clearance standards.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	No	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ave 12 in Madera County
Avenue 12 Interchange
06-47100K Mad-99-PM R7.1/R7.9

LOCATION MAP: Key Map Project Number 29 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridges, and 4 ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity of interchange and local road.
ADDITIONAL BENEFIT - Improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in December 2003.
Fund Sources: None identified.
Current Construction Estimate: $35 - $40 million (05/06 FY)
Current Right-of-Way Estimate: $6.5 million (11/12 FY)
Support Cost Estimate: $10.7 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ave 12 in Madera County
Avenue 12 Interchange
06-47100K Mad-99-PM R7.1/R7.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

RIGHT-OF-WAY: A railroad and a canal are adjacent to this interchange and constrain the right-of-way.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

ENVIRONMENTAL: Cultural and biological resources in the vicinity of Cottonwood Creek would control delivery of the environmental document. Phase two archaeological studies could be required.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

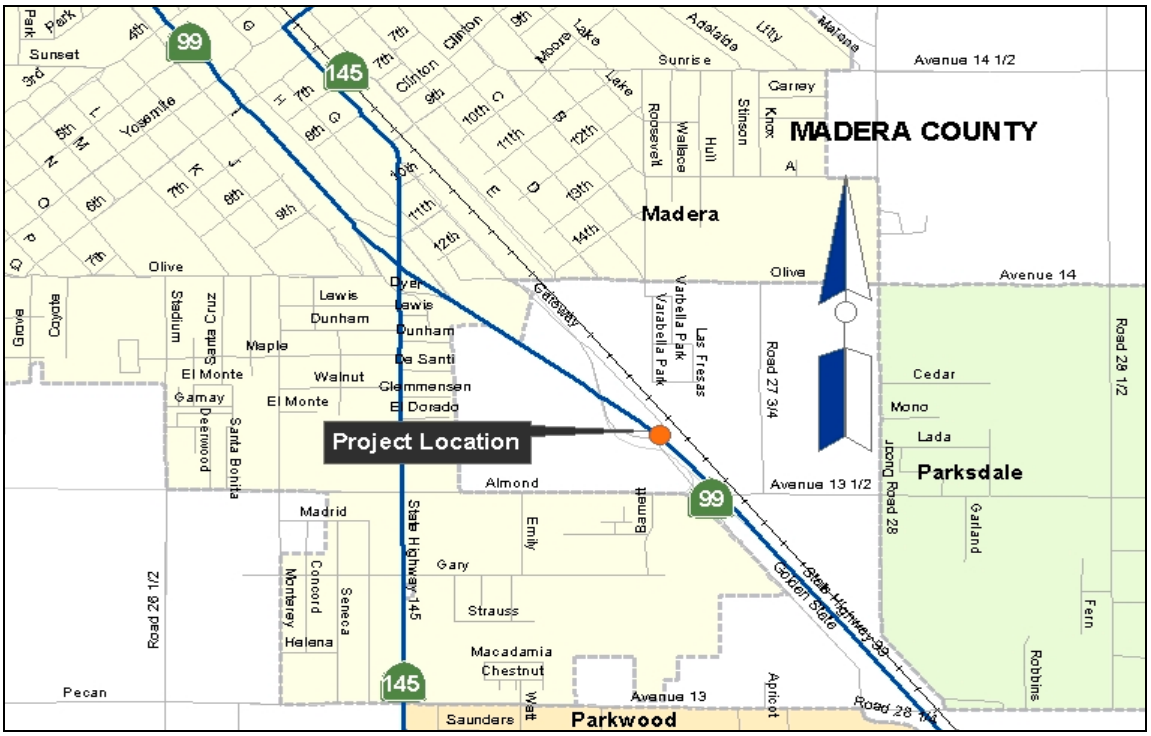
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Gateway Drive Interchange in the City of Madera
Gateway Drive Interchange
06-407201 Mad-99 PM 9.1/9.8

LOCATION MAP: Key Map Project Number 30 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct two isolated ramps, modify existing structure, and one slip ramp.
Provide local road improvements on Gateway Drive to Almond Avenue.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Relieves congestion. Forecasted ramp Level of Service (LOS).

Existing LOS	Year 2015/2034 Without the project	Year 2015/2034 with project	Concept LOS
C	E/F	B/C	D

ADDITIONAL BENEFIT - Improves safety by improving sight distance.
ADDITIONAL BENEFIT - Improves capacity by providing direct connection loop ramp.
ADDITIONAL BENEFIT - Reduces maintenance cost with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is programmed and currently in PS&E.
Project Approval and Environmental Document were approved in September 2003.
Fund Sources: STIP, RIP, and Measure "A" funds.
Current Construction Estimate: $5.5 – 6.0 million (05/06 FY) Programmed Construction Amount: $5.4M
Escalated Right-of-Way Estimate: $0.4 million (05/06 FY) Programmed Right-of-Way Amount: $0.4M
Support Cost Estimate: $2.5 million (05/06 FY) Programmed Support Amount: $2.5
Programmed Support Phases: Fully funded

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Gateway Drive Interchange in the City of Madera
Gateway Drive Interchange
06-407201 Mad-99 PM 9.1/9.8

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	95% complete
Construction:	1 year
Total to Complete:	1.5 - 2 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Widening existing structure will add to inventory.
Landscape, Graffiti, Litter	No change	No change in landscaping
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This project is being prepared by consultants under the direction of the local agency. It is an important improvement to the public as it provides improved access to the Madera Community Hospital and access across Route 99. It is fully funded. Completion of the PS&E package is anticipated in 2006.

PROJECT DESIGN STANDARDS

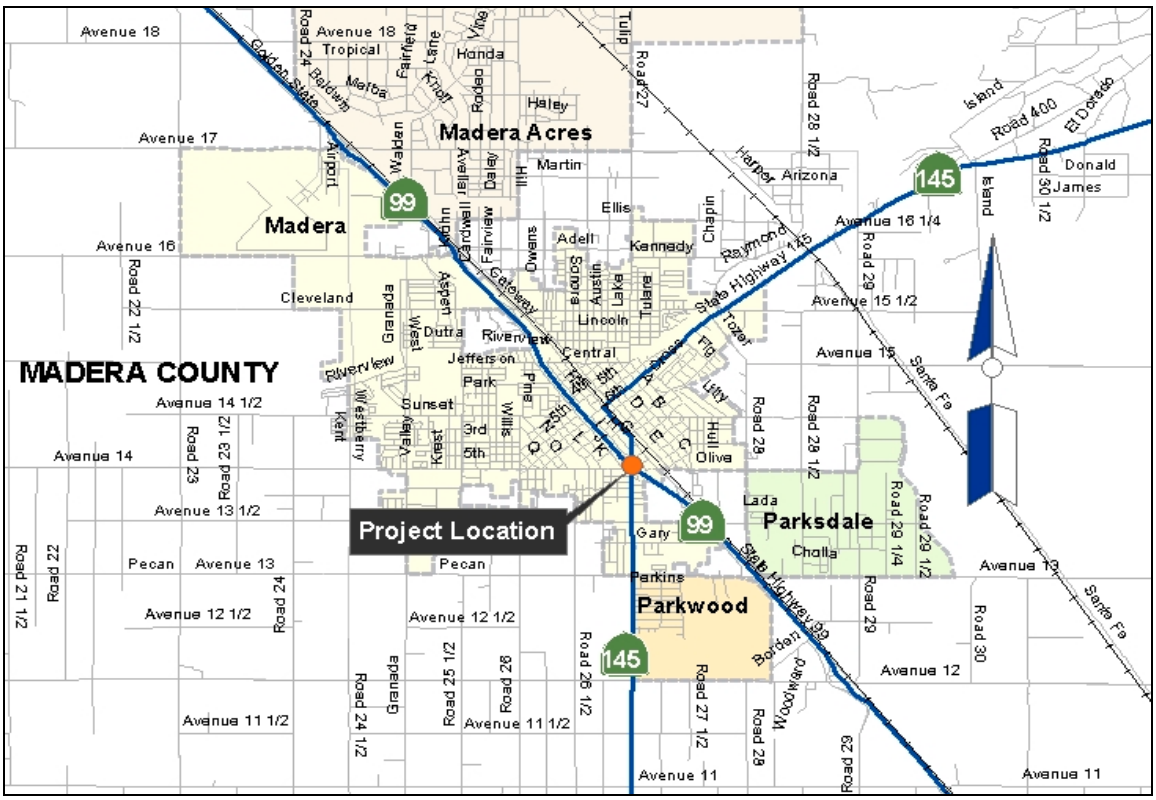
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Route 145 in the City of Madera
Route 99/145 Interchange
06-(No EA) Mad-99-PM 9.7/10.7

LOCATION MAP: Key Map Project Number 31 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridges, and 5 ramps.
Signalize intersections.
Realign county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves interchange operations at the ramp termini intersections.
ADDITIONAL BENEFIT - Improves safety.
ADDITIONAL BENEFIT - Relieves congestion on the local roads in the operational area of the interchange.
ADDITIONAL BENEFIT - Prevents queuing on the mainline.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $20 - $27 million (05/06 FY)
Current Right-of-Way Estimate: $3.6 million (05/06 FY)
Support Cost Estimate: $7.5 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Route 145 in the City of Madera
Route 99/145 Interchange
06-(No EA) Mad-99-PM 9.7/10.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 - 3 years
Construction:	2 - 2.5 years
Total to Complete:	8 - 10.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: During the project report and environmental document phase, traffic operations, safety, and geometric analysis would occur, resulting in creation of various alternatives. The alternatives would be presented to local area officials and the community as part of a public outreach and alternative analysis.

RIGHT-OF-WAY: This project would result in acquisition of residential and commercial property in the area of the interchange.

GENERAL: Project funding needs to be secured for all phases.

STRUCTURES: The existing closed-end abutment-type bridge would be replaced, making room for added lanes and a loop ramp. Retailing walls would be required to minimize right-of-way acquisition.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

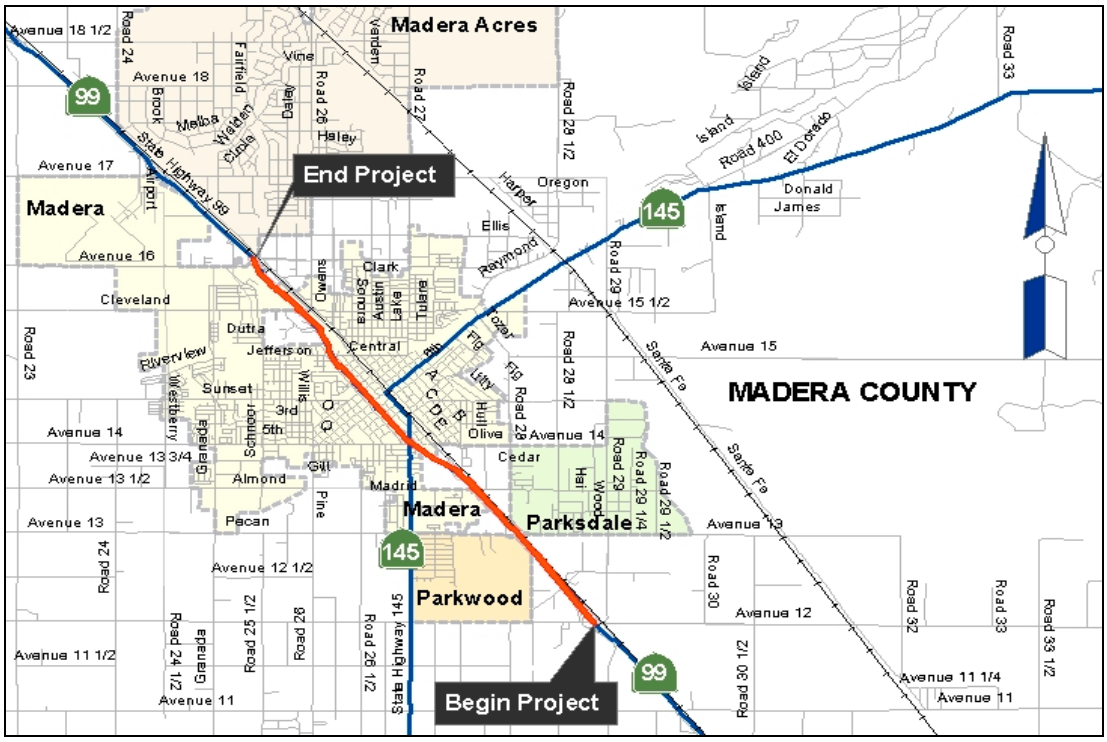
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 12 Overcrossing to the Avenue 16 Overcrossing, in Madera County
Madera 6-Lane Project
06-47090K Mad-99-PM 7.5/12.8

LOCATION MAP: Key Map Project Number 32 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Constructs retaining walls and soundwalls.
Improves the 4th Street ramps and the Cleveland Avenue ramps.
Adds some auxiliary lanes.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane freeway to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate:$105 - $120 million (05/05 FY)
Current Right-of-Way Estimate: $7.0 million (05/06FY)
Total Support Cost Estimate: $34 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 12 Overcrossing to the Avenue 16 Overcrossing, in Madera County
Madera 6-Lane Project
06-47090K Mad-99-PM 7.5/12.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 3 years
Construction:	2 - 3 years
Total to Complete:	8 - 12 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: This project would widen within the urban limits of Madera. Many non-standard features would be created with the proposed improvements. A full standard solution would not be proposed, as it would be cost prohibitive.

TRAFFIC HANDLING: This project would require short- and long-term ramp closures, impacting the local road circulation in the City of Madera. Significant nighttime delays would occur on Route 99.

GENERAL: Project funding is needed for all phases, beginning with PID.

COMMUNITY INTEREST: Public input would begin during the PID work and be completed in PA&ED. Local area interest would likely support the project, as this segment of Route 99 is part of a commuter corridor between the urban centers of Madera and Fresno.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

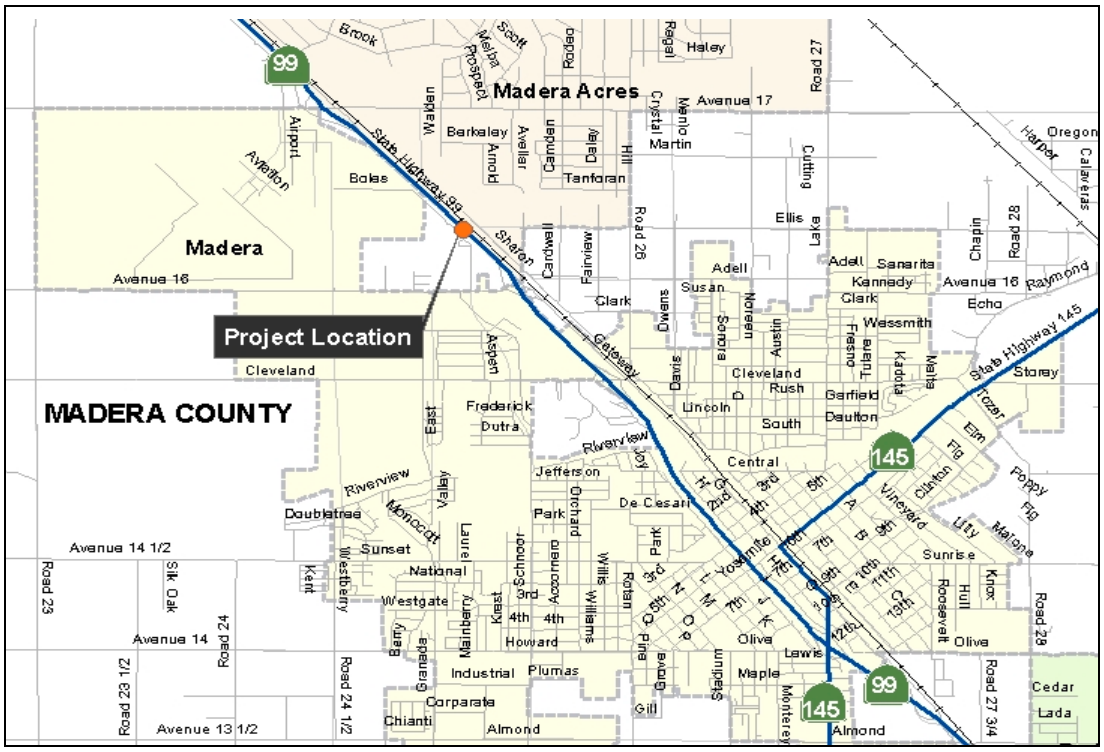
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	No	No	Included	Yes
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Unknown	Unknown	Included	Unknown
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes, 9 Bridge
Vertical Clearance	No	No	No	Included	Yes, 8 Bridge
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ellis Ave in the City of Madera
Ellis Avenue Interchange
06-48920K Mad-99-PM R12.3/R14.3

LOCATION MAP: Key Map Project Number 33 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Widen 4-lane freeway to 6 lanes on an 8-lane right-of-way.
Remove an existing interchange and construct a new interchange 1400 feet north.
Construct new Ellis Avenue Overcrossing and frontage roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations on the local roads.
ADDITIONAL BENEFIT - Improves safety by removing an older, obsolete interchange.
ADDITIONAL BENEFIT - Increases capacity on Ellis Avenue and on the ramps.
ADDITIONAL BENEFIT - Improves intersection operation by relieving congestion. Intersection Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	C/D	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2004.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $65 - $80 million (05/06 FY)
Current Right-of-Way Estimate: $8.5 million (05/06 FY)
Support Cost Estimate: $18.5 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ellis Ave in the City of Madera
Ellis Avenue Interchange
06-48920K Mad-99-PM R12.3/R14.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New concrete pavement requires less maintenance.
Structure	Increased	This bridge is an additional structure, not part of the current State inventory.
Landscape, Graffiti, Litter	Increased	Urban landscaping will require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: This project is in the early stage of development. Alternatives are being prepared and impacts evaluated. It is proposed to build this project in phases – the overcrossing first and then the ramps at a later date.

RIGHT-OF-WAY: Right-of-way acquisition includes a mini storage and auto auction site. A railroad agreement would be needed as part of a new railroad overcrossing.

COMMUNITY INTEREST: The solicitation for public input is occurring as part of the ongoing effort and will be continued through the project report and environmental document phase.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

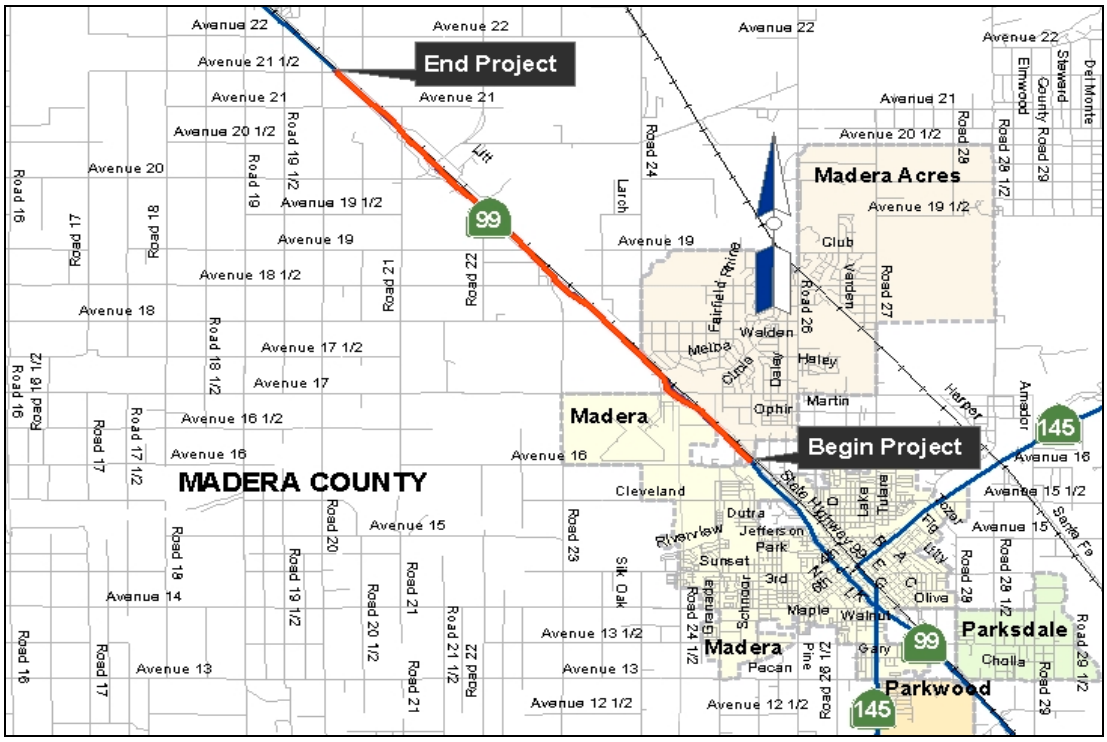
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 16 Overcrossing to Avenue 21 1/2 Cross Street, in Madera County
Avenue 16 to Avenue 21 1/2, 4F to 6F
06-(No EA) Mad-99-PM 12.8/20.5

LOCATION MAP: Key Map Project Number 34 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Adds lanes in the median or along the outside edge of traveled way.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate:$56 - $62 million (05/05 FY)
Current Right-of-Way Estimate: $0.6 million (05/06FY)
Total Support Cost Estimate: $16 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 16 Overcrossing to Avenue 21 1/2 Cross Street, in Madera County
Avenue 16 to Avenue 21 1/2, 4F to 6F
06-(No EA) Mad-99-PM 12.8/20.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: The median width is sufficient for a standard design for most of the project limits. Outside widening or a Design Exception would be needed at isolated locations.

GENERAL: Project funding is needed for all phases, beginning with PID. The project limits are south of the Route 99/152 interchange, an important east-west corridor for local and interregional traffic.

STRUCTURES: Two stream crossings would be widened. The existing local road overcrossings provide sufficient horizontal and vertical clearance for lane additions to Route 99.

ENVIRONMENTAL IMPACTS: Cultural and biological resources at Dry Creek and Brenda Creek would be the controlling elements in completion of the environmental document. Phase 2 archaeological studies might be needed.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

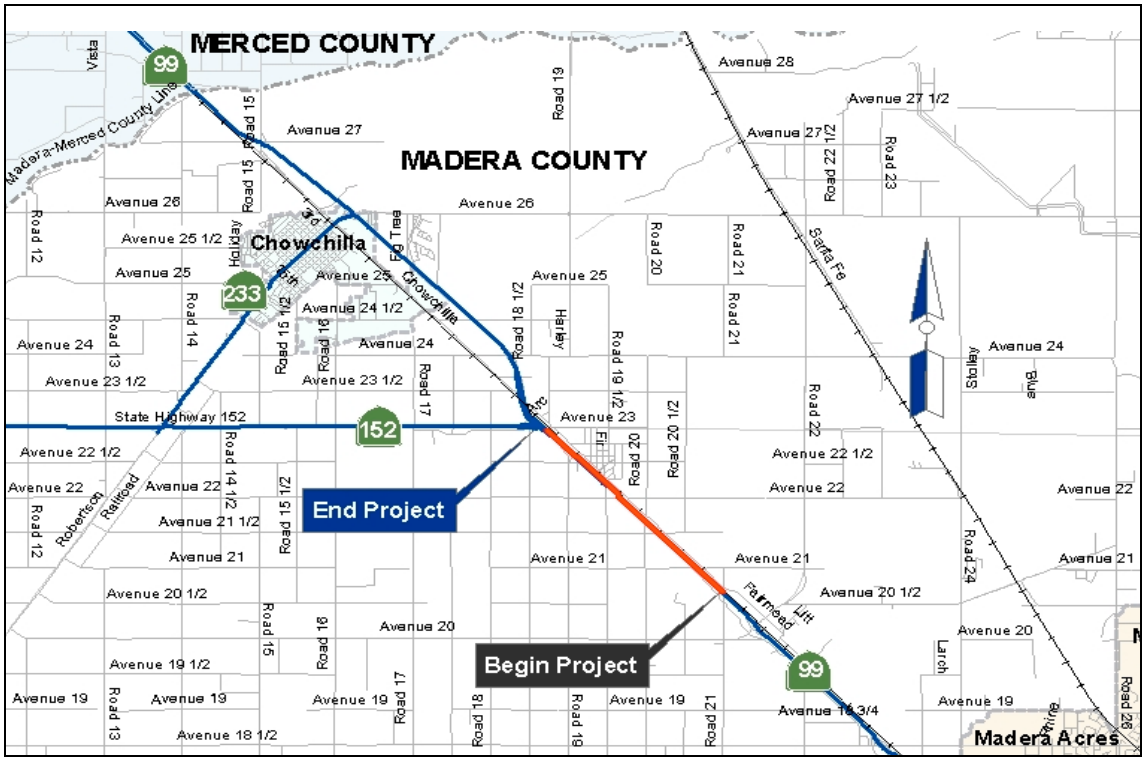
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 Miles South of Avenue 21 to 0.1 miles South of 99/152 Separation, in Madera County
Fairmead Interchange
06-293301 Mad-99-PM 19.6/22.6

LOCATION MAP: Key Map Project Number 35 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs an interchange connecting Road 20 and Avenue 21½.
Constructs overhead on interchange crossroad at Union Pacific Railroad.
Constructs frontage road network.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane expressway segment to 6-lane freeway segment – improving safety and operations.
ADDITIONAL BENEFIT - Eliminates at-grade intersection to meet freeway standards.
ADDITIONAL BENEFIT - Increases capacity by the addition of lanes.
ADDITIONAL BENEFIT - Improves operation by relieving congestion.

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	C

PROJECT AND FUNDING STATUS

This project is programmed and currently in PS&E.
Project Approval and Environmental Document were approved in December 2003.
Fund Sources: STIP/IIP
Escalated Construction Estimate: $49 million (05/06 FY) Programmed Construction Amount: $34 million
Current Right-of-Way Estimate: $3.1 million (06/07 FY) Programmed Right-of-Way Amount: $6 million
Total Support Cost Estimate: $8.4 million (05/06 FY)
Programmed Support Phases: PA&ED $1.4 million PS&E $2.9 R/W $0.8 Construction $3.3

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 Miles South of Avenue 21 to 0.1 miles South of 99/152 Separation, in Madera County
Fairmead Interchange
06-293301 Mad-99-PM 19.6/22.6

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	In progress targeted completion February 2006
Construction:	2 years
Total to Complete:	2 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Increased	New inventory added
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: The contract plans, specifications, and estimate should be completed in December 2005 with a Ready-to-List target date of 2/2006. Construction would begin in the summer of 2006 with completion by winter 2008.

COMMUNITY INTEREST: There is major support for the project from the surrounding community as this project would close off at-grade intersections and improve safety.

PROJECT DESIGN STANDARDS

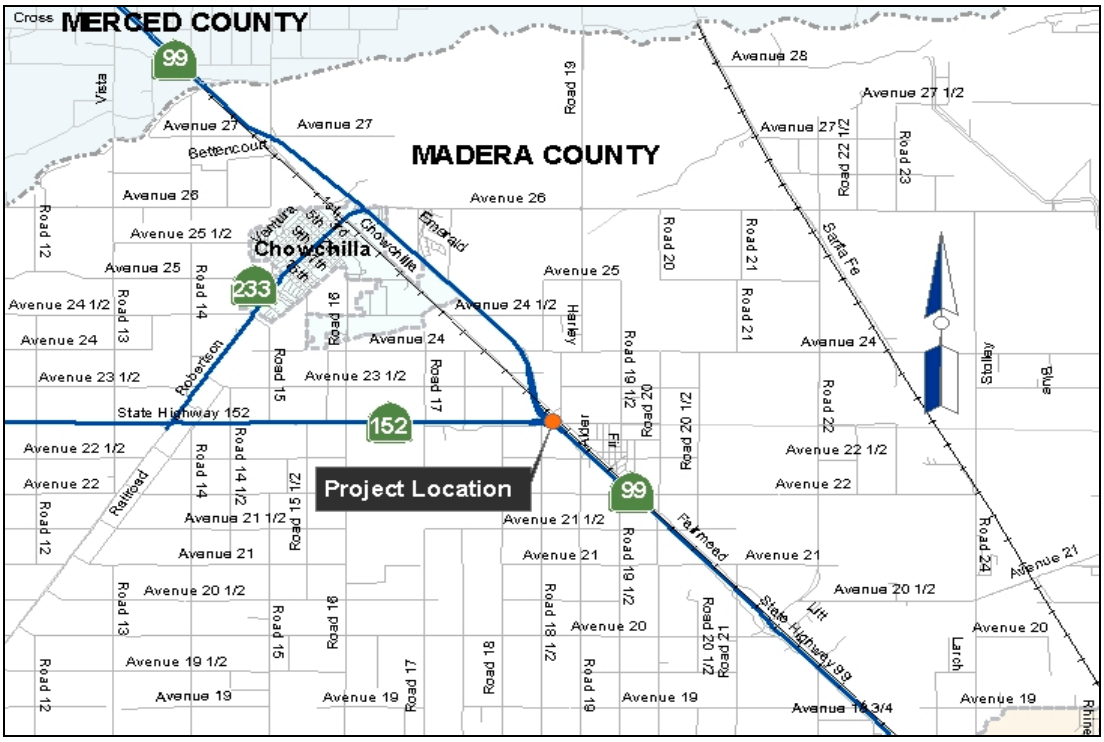
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/152 interchange in Madera County
Route 99/152 Interchange
06-(No EA) Mad-99-PM 21.7/23.7

LOCATION MAP: Key Map Project Number 36 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct freeway-to-freeway interchange.
Realign county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Improves operations, corrects and improves geometric design, and removes a left-side off-ramp.
Additional Benefits - Improves safety by relieving congestion on Route 99, in and near the Route 152 interchange.
Additional Benefits - Improves weaving with an auxiliary lane while adding capacity within the operational limits of the interchange.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $60 - $65 million (05/06 FY)
Current Right-of-Way Estimate: $3 million (05/06 FY)
Support Cost Estimate: $17 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/152 interchange in Madera County
Route 99/152 Interchange
06-(No EA) Mad-99-PM 21.7/23.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 - 3 years
Construction:	2 - 2.5 years
Total to Complete:	8 - 10.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would result in ornamental landscaping and more maintenance.
Electrical	Unknown	Unknown

PROJECT ISSUES

PROJECT SCOPE: This interchange has two major deficiencies; it does not provide for a northbound movement from eastbound Route 152 and it has a left-hand off-ramp in the north direction. Alternatives would consider the future extension of Route 152, east to the future alignment of Route 65. The proposed improvements should be compatible with long-term planning.

RIGHT-OF-WAY: A railroad is contiguous to northbound lanes of Route 99 and within the limits of the interchange. A railroad overcrossing bridge would be affected.

STRUCTURES: A number of bridges will be impacted as part of the needed improvements.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

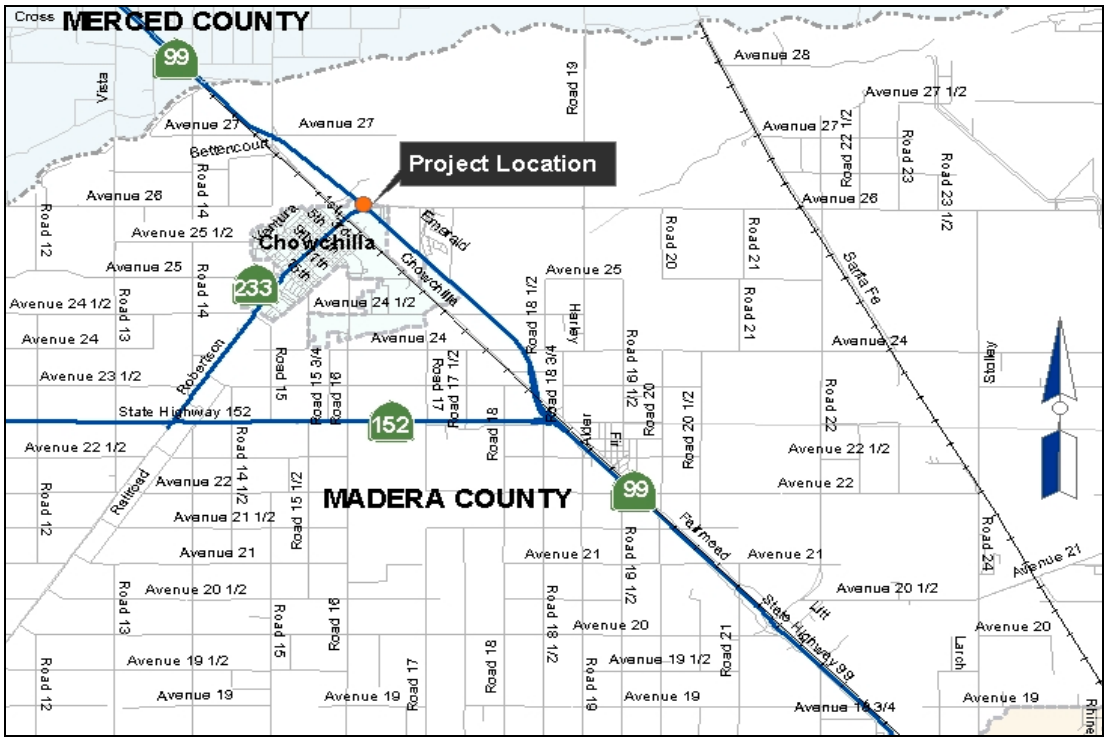
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/233-Robertson Boulevard Interchange in Madera County
Route 99/233-Robertson Boulevard Interchange
06-(No EA) Mad-99-PM 26.1/27.2

LOCATION MAP: Key Map Project Number 37 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct existing interchange and overcrossing bridge.
Construct local road improvements.
Widen Ash Slough Bridge.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Improves interchange operations for planned development.
Additional Benefits – Reduces congestion on the local roads.
Additional Benefits – Improves intersection operation by increasing capacity. Intersection Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $40 - $46 million (05/06 FY)
Current Right-of-Way Estimate: $2.7 million (05/06 FY)
Support Cost Estimate: $12.8 million (05/06 FY)
Programmed Support Phases: PID $0 million PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/233-Robertson Boulevard Interchange in Madera County
Route 99/233-Robertson Boulevard Interchange
06-(No EA) Mad-99-PM 26.1/27.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	A PSR is being prepared by consultants and should be completed in 2006.
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional pavement will increase maintenance costs.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: Project funding is needed for future phases. State Route 233 is the main street of Chowchilla, leading between Route 152 and Route 99. It serves growing residential development and The State Women's Prison.

PROJECT SCOPE: This project is in the early PID phase. Detailed studies will provide specific recommendations and various alternatives.

RIGHT-OF-WAY: This project will require right-of-way acquisition. Depending on the alternatives, developed property could be impacted.

PROJECT DESIGN STANDARDS

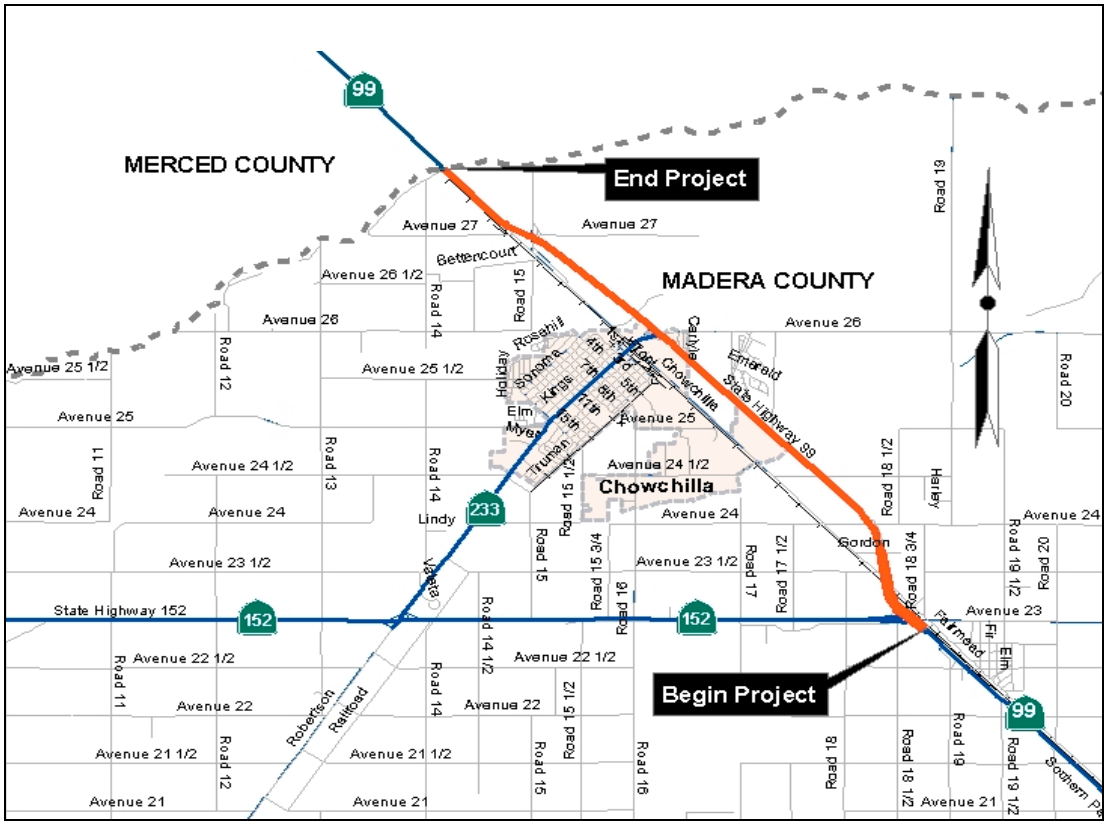
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 99/152 Interchange to the Merced County Line, in Madera County
North Madera County 6-Lane
06-(No EA) Mad-99-PM 22.5/29.4

LOCATION MAP: Key Map Project Number 38 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Adds 2 lanes in the median.
Overlays pavement with asphalt concrete.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE – Converts 4-lane freeway to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	E	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate: $65 - $75 million (05/05 FY)
Current Right-of-Way Estimate: $1.6 million (05/06FY)
Total Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 99/152 Interchange to the Merced County Line, in Madera County
North Madera County 6-Lane
06-(No EA) Mad-99-PM 22.5/29.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: Project funding is needed for all phases, beginning with PID. Interregional traffic would benefit the most by increased capacity in this segment.

STRUCTURES: On this segment, 3 structures do not meet vertical or horizontal clearance standards.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald